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Jennings Grain Co., C. D., consignments.
Kansas Grain Co., grain merchants.
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Directory of the Grain Trade

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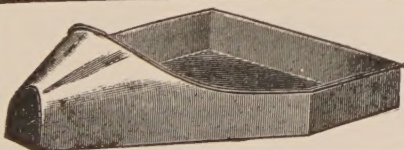
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Grain Exchange Members	<h2 style="margin: 0;">OMAHA</h2>	Grain Exchange Members
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<h1 style="margin: 0;">BLANCHARD-NISWONGER GRAIN CO.</h1>		
OMAHA, NEBR.		
REQUEST DAILY CARD BIDS	::	SELL OR CONSIGN US

<p>CROWELL ELEVATOR COMPANY Receivers and Shippers GRAIN Consignments Solicited OMAHA</p>	<p style="text-align: center;">"All We Know Is Consignments"</p> <p style="text-align: center;">MERRIAM COMMISSION CO.</p> <p style="text-align: center;">Brandels Bldg. GRAIN OMAHA</p>
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<p>Omaha Consignments</p> <p style="font-size: small;">RECEIVE MORE-THAN-SATISFACTORY-SERVICE WHEN CONSIGNED TO</p> <p style="font-size: x-large;">UPDIKE-GRAIN-CO.</p>	<p>SERVICE IS WHAT YOU WANT Wire Us for Prices on All Kinds of Grain and Chops Cavers Sturtevant Co. Omaha</p>
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<p>Taylor Grain Co. BROKERS AND COMMISSION MERCHANTS Consignments Solicited 736 Brandels Bldg. Omaha, Neb.</p>	<p style="text-align: center;">WELSH GRAIN CO.</p> <p style="text-align: center;"><i>Solicits Your Consignments of</i></p> <p style="text-align: center;">Grain, Prairie and Alfalfa Hay</p>
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<h1 style="margin: 0;">THE OLINE GRAIN CO.</h1>	CONSIGNMENTS OMAHA, NEBRASKA
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<h2 style="margin: 0;">YOUR MESSAGE</h2>	<p>Let the Grain Dealers Journal your message bear To progressive grain dealers everywhere.</p>
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Nisbet Grammer
President

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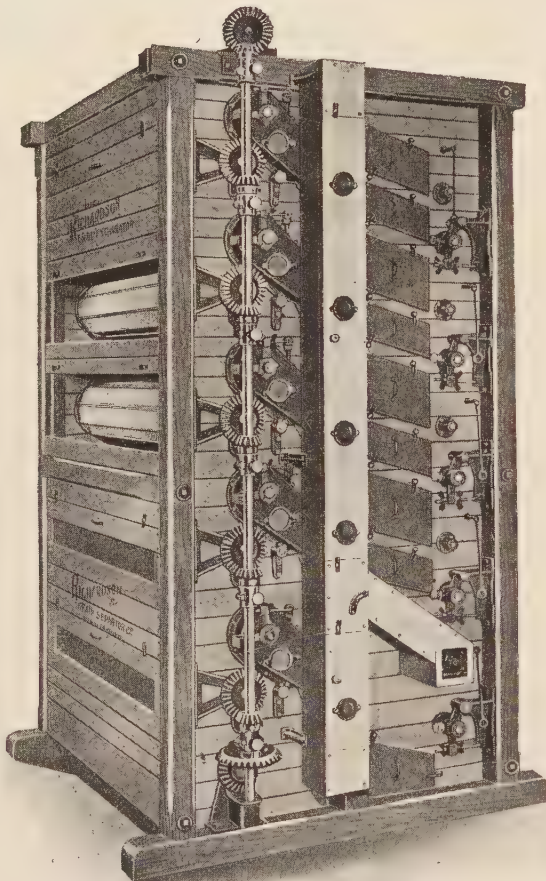
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We confess we had the advantage over separators which have been on the market for years and whose defects were shown up by all these years of operation.

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The value of this efficiency is shown in two ways.

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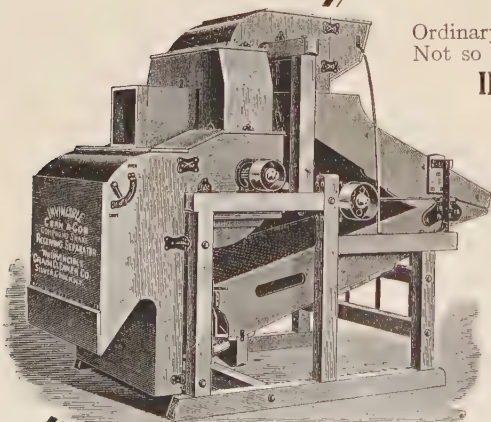
Screenings delivered once thru will sell for 30 to 50% more money. Efficiency means economy, and economy means more profits.

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INVINCIBLE CORN and COB CLEANER and SEPARATOR

In one operation it delivers the corn in guaranteed perfect condition ready to ship. It completely separates the cobs from the shelled corn, removes the silk without fail, makes a clean sweep of all the fine dirt and sand, all the chaff, silks and husks. Shrunk and light pieces of corn are separated with certainty and can be saved for feed. The result of this continuous operation is thoroughly cleaned corn ready for market.

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One satisfied customer writes: "This machine, No. 5 size, will handle the corn and cobs together as fast as an elevator with 11x6 inch cups will carry from the sheller."

Write for special booklet and prices today.

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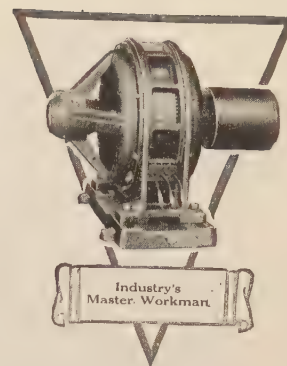
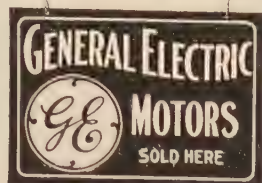
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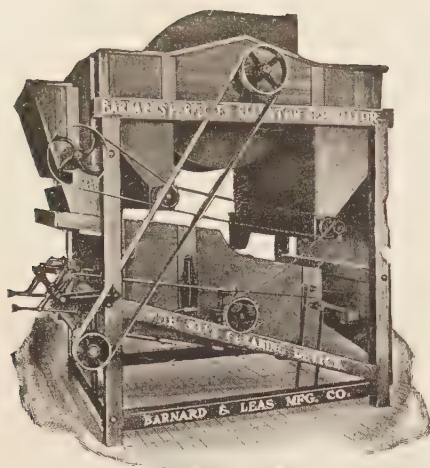
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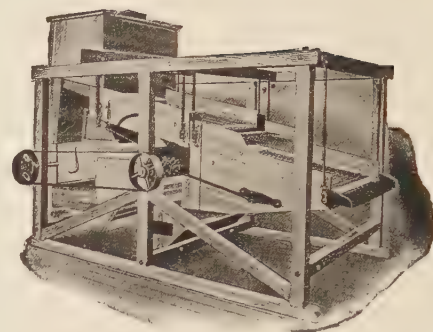
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Everything for Grain Elevators and Feed Mills



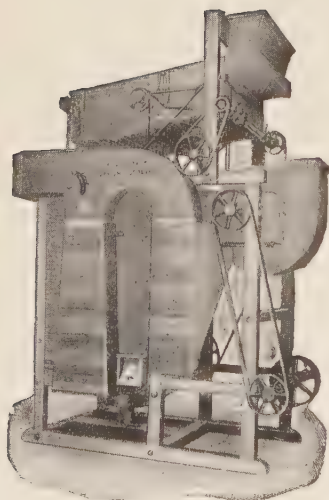
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For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

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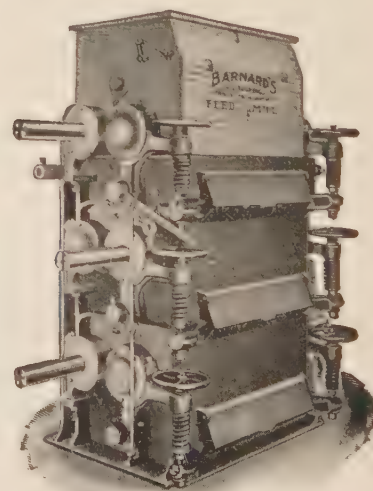
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They are *Ball Bearing*
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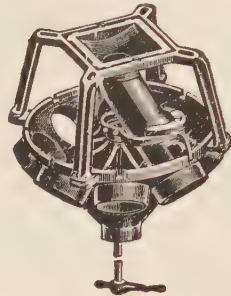


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SEVEN by SIX INCH "OMAHA" BUCKETS in the HALL SPECIAL Elevator Leg

are guaranteed by us to elevate 1500 bushels of grain every consecutive hour, under test, in your elevator. They will do it without choking, stopping, or spilling grain; either in the elevation or in distribution; and do it without attention.



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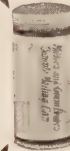
HALL SIGNALING NON-MIXING GRAIN DISTRIBUTOR

which automatically fills every bin chock full, without care, and without error, adding fully one tenth to your available bin capacity.

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which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 1/4 inches and has eight openings.

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FORM 222 C. O.
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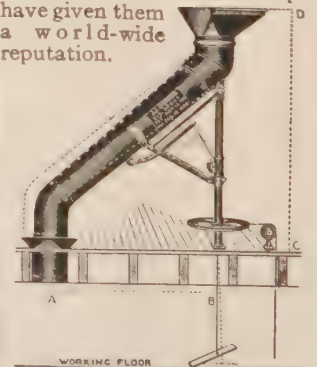


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



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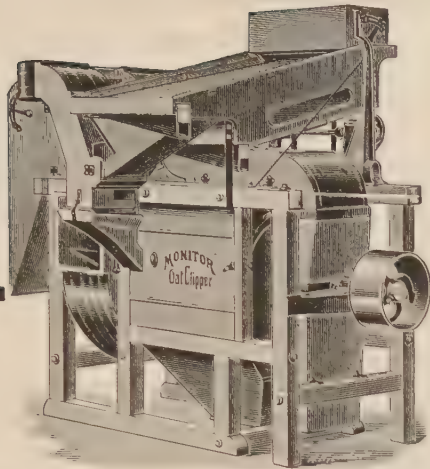
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Heavy-service construction, wide range of adjustment and perfect ease of regulation are features of our well-known line of modern, high-grade Oat Clippers.

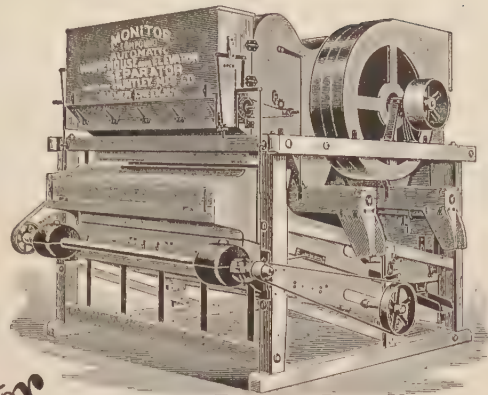
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Monitor

The answer if you want the best

By any comparison that you may wish to make, by what most of the largest users of Oat Clippers and Grain Cleaners give as their experience with different makes of Clippers and Cleaners, we are positive you will become convinced that there is a quality, an efficiency and a high order of economy to the user of "Monitor" Grain Cleaners and Oat Clippers that is absolutely unmatched. Why take a chance, why buy "blind" and be sorry afterwards. Our literature, testimonials from prominent users and other data will assist you in buying right—free to all on request.

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GRAIN CLEANERS

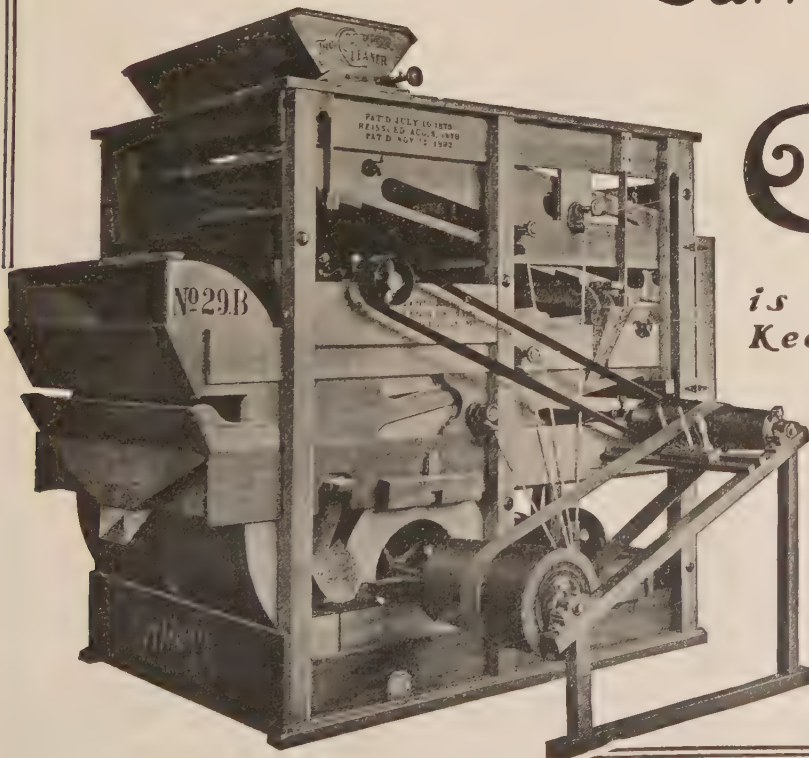
With quite the largest line to select from, the buyer of a "Monitor" Grain Cleaner is assured the maximum of thorough, uniform cleaning with the lowest operating and maintenance expense. Our catalog illustrating our extensive line of Cleaners should be in your hands.

**136 Models
to select from**

The Roller Bearing Traveling Brush Carrier Used on the

*CLIPPER
& CLEANER*

*is the only device that
Keeps the Screens Clean*



The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

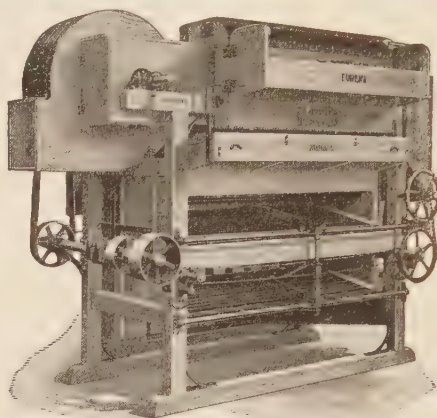
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LET US TELL YOU HOW TO GET RID OF THEM

The Spaulding Elev. Co.
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"We were able to clean grain which originally had 6 lbs. of wild oats to each bushel, down to one pound in one operation."



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"On a test run this afternoon we took wheat with 17 lbs. dockage and reduced it to 3½ lbs. dockage. Capacity 1050 bushels per hour."

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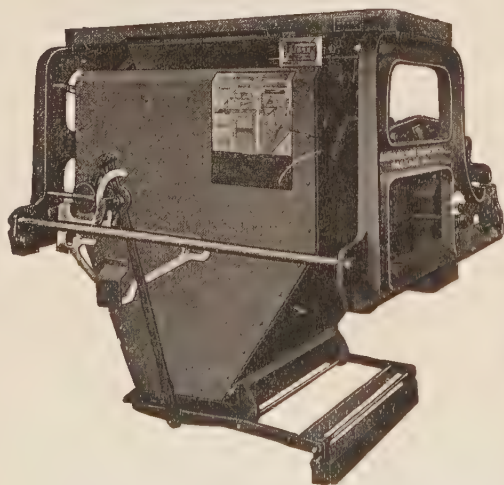
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Does it pay to put the very best materials and workmanship into an automatic scale? Does the public appreciate the untiring effort of the manufacturer to produce the best?

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There is no grain scale as accurate—as an example a test made recently on a RICHARDSON AUTOMATIC SCALE hav-

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Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

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GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

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Motion. The motion given the double shoe is a counter-balanced, compound shake, produced by four eccentrics, working in opposed pairs.

Shoe. The shoe is made in two parts, upper and lower. The upper shoe is equipped with screens for separating and cleaning corn and cob as it comes from the sheller; also, for recleaning corn and oats. The lower shoe is equipped with screens for cleaning wheat and other small grains.

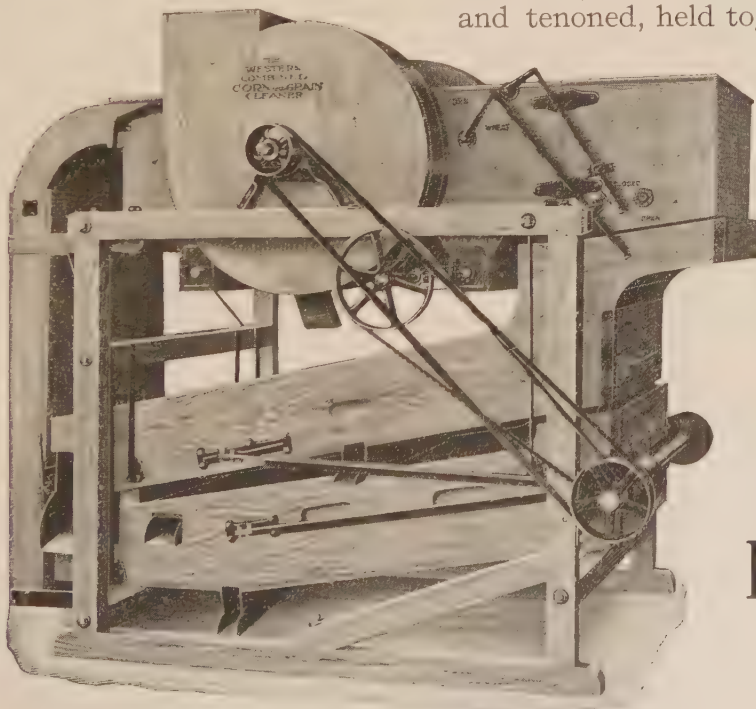
Screens. Grain is delivered to the screens by means of a valve, which diverts the grain to either shoe, as desired. A change is made by simply throwing a lever on side of machine, and changing air valves to increase or decrease the suction in air legs, as the occasion demands. This can be done in a few seconds while the machine is in motion.

Eccentrics. The four eccentrics are babbitted with genuine babbitt and so arranged on the crank shaft that they produce a perfect counterbalanced drive. They run in oil, and obtain lubrication by a splash and capillary system which requires little or no attention; also, insures perfect lubrication.

Bearings. The fan and main crank shaft bearings are specially designed, ring oiling type, babbitted with genuine babbitt.

Fans. Two large fans are used, a spacious air chamber being provided between them. This machine is absolutely dustless. As the grain enters, also as it leaves the cleaner, it is subjected to an easily controlled current of air, which removes all dust and other material lighter than the grain being cleaned.

Construction. This machine is extremely simple. The frame is built of thoroughly seasoned, selected hard maple. All joints are mortised and tenoned, held together with joint bolts and heavy cast iron washers under the heads. Each machine is set up and tested before shipping.

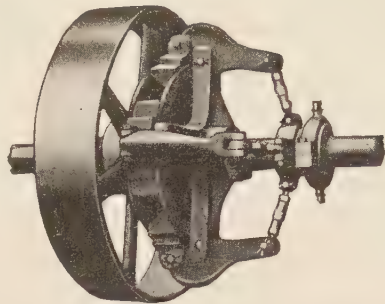


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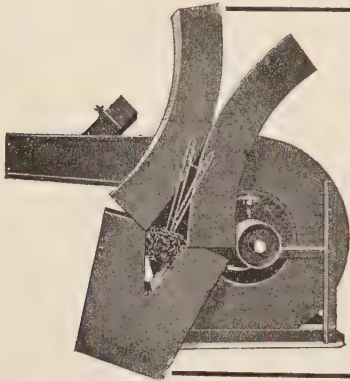
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IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic

CAR LOADER

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON

It is impossible for it to mill or crack the grain.

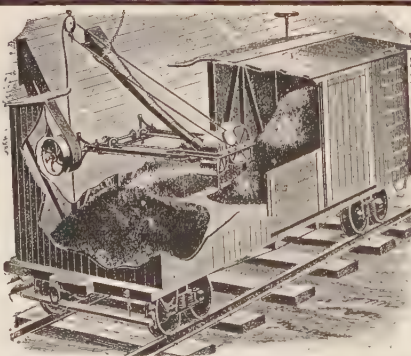
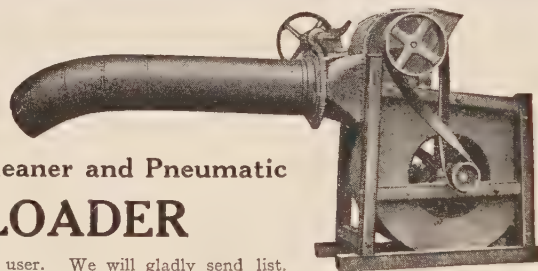
It will fill largest cars to full capacity, without any labor in the car.

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Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

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This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net bushels,pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

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This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

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La Salle St. Chicago, Ill.

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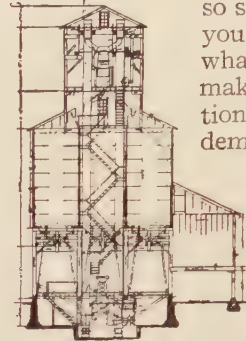
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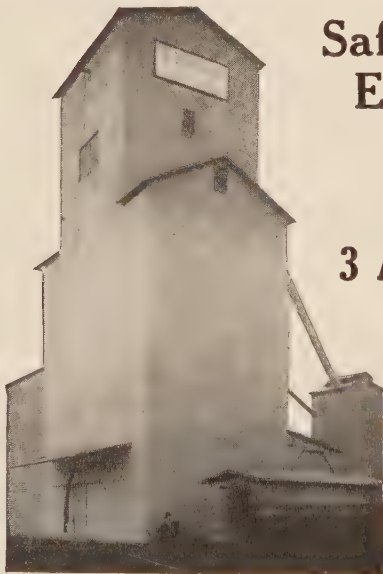
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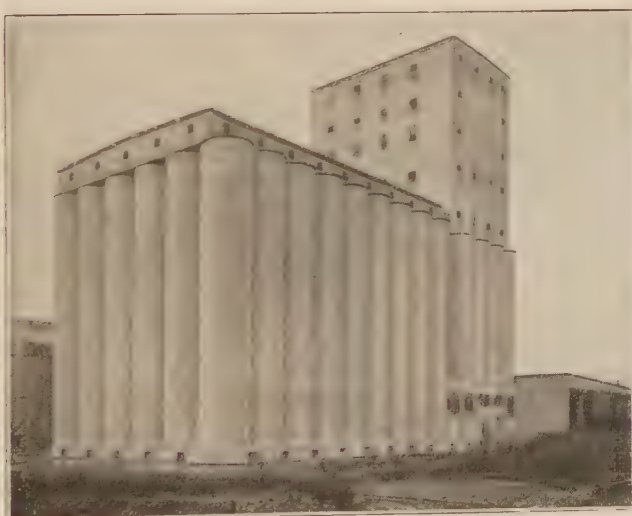
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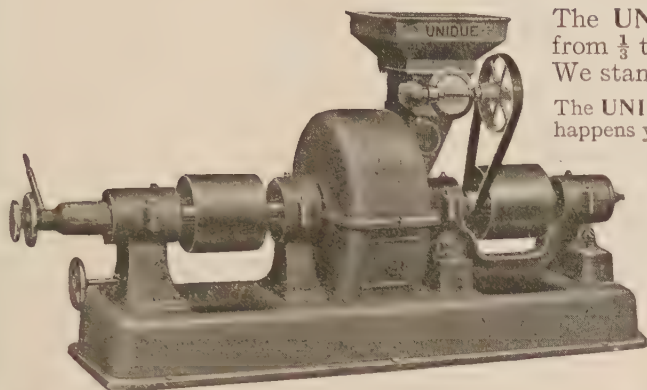
At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

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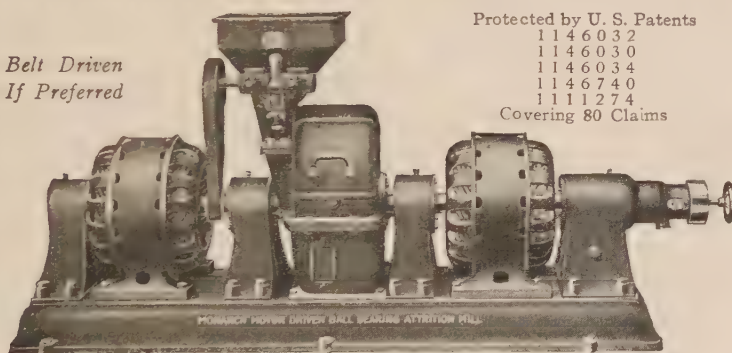
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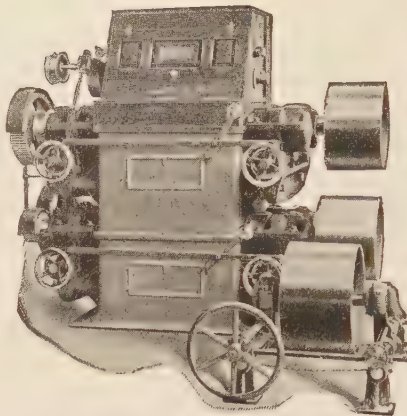
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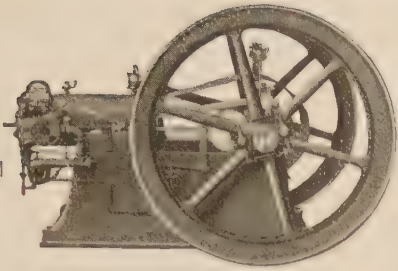
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60-80 Wallace Street, STERLING, ILL. U. S. A.



Tanked Fuel Is Cheaper!

There are four primary reasons for this:

1. Gasoline and similar fuels have roughly from $1\frac{1}{2}$ to 2 times the *heat value* of coal.
2. Therefore, every other condition being equal, they do $1\frac{1}{2}$ times to twice the work for the same volume of fuel.
3. But the prime movers in which these fuels work are far more efficient than steam engines of the same power output; therefore, the relative power output becomes even greater.
4. And the elimination of a boiler plant, with its expensive labor and high coal and ash handling charges, *cheapens* the tanked fuel further.
5. Additional economy here. There are over 100,000 OTTO internal combustion engines now in use—and among the many reasons for this is their continued record of exceptionally low fuel consumption.

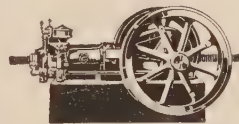
Full engineering data, and other information that will enable you to judge whether or not OTTO engines using these fuels would be the most economical power source for your conditions will be furnished on request.

Write today

The Otto Gas Engine Works

Main Office and Works—Philadelphia

15 and 17 South Clinton Street, Chicago



Otto
Gasoline and Gas
Engines

A WORD ABOUT GRAIN CLEANERS

Any device cleaning grain is a grain cleaner—but a machine which will clean small grain **clean** just as satisfactory as it will separate corn from the cob is a necessary investment which every elevator owner will eventually make.

Bankers should know of profitable investments for your money. Elevator builders know the best investment you can make in your elevator so as to make money.

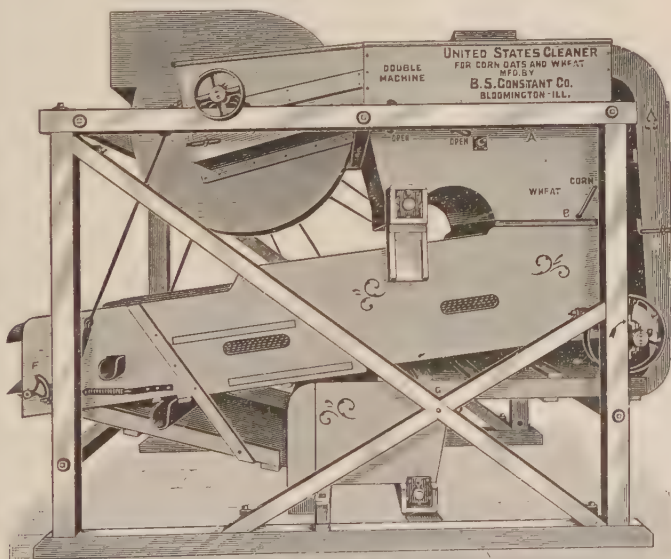
They like to install the

U. S. Grain Cleaner

You insist that they do.

The simplicity in design, construction and operation points out the striking advantages and superiority of this cleaner over all others.

"Constant use of a Constant Cleaner leads to Constant satisfaction."



B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.

K. C. MILL & ELEVATOR SUPPLY CO.

KANSAS CITY, MO.

"ANTISULPHO"
FOR
BLEACHER SERVICE

"SANDOW"
FOR
TRANSMISSION

AND

REXALL DOUBLE STITCHED BELTING

FOR
CONVEYING AND ELEVATING GRAIN

IMPERIAL BELTING CO.

MANUFACTURERS

LINCOLN AND KINZIE STREETS

CHICAGO

HEWITT Elevator Belts

12947

feet of our Guaranteed Grain Belt installed
in the Argentine Elevator of the Atchison,
Topeka & Sante Fe Railway Company.

4154

feet being used in the new concrete eleva-
tor of the Eastern Grain, Mill and Elevator
Corporation, at Buffalo, New York.

We have one of the best equipped
chemical laboratories in the world, which is
at the disposal of our customers to carry on
experiments to furnish treated belts to meet
any difficult chemical condition.

Hewitt Rubber Company
240 Kensington Ave. Buffalo, New York

There is a difference
between simply a belt, and a belt plus a big
reputation.



Our elevator belting, in the end, gives the greatest returns
on the investment. Used and approved by some of the
largest elevators in the country. Estimates for equipments
cheerfully furnished.

New York Belting & Packing Co.
91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

EASTERN OKLAHOMA—Two elevators, good locations. Address Member, Box 9, Grain Dealers Journal, Chicago, Ill.

20,000 bushel elevator, hog and agricultural implement business for sale. Inquire of C. H. O'Neill, Independence, Iowa.

KANSAS \$5,000.00 Grain, Coal & Feed business. Big trade. Large territory, good town. Terms. Address Rock, Box 11, Grain Dealers Journal, Chicago.

WEST CENTRAL MINNESOTA 30,000-bu. elevator, coal, flour and feed business for sale. For particulars address Auto, Box 10, Grain Dealers Journal, Chicago.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

SOUTH DAKOTA—For Sale—Three elevators on the Great Northern Railway. About 140,000 bu. a year average. In the most fertile part of South Dakota. Address Box 454 Sioux City, Iowa, for particulars.

HALLOWAY, MINN. 25,000 bushel capacity Stone Foundation Cribbed Grain Elevator for sale. Dump scale, Brick engine house. All strictly modern and in good repair. \$2,500.00 to quick buyer. For particulars address Might, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Elevator, coal and feed business, fine location, nearest market 7 mi., \$30,000 business, can be increased 1/3. New 25-h. p. Natural Gas Eng. and feed grinder. Worth \$3,500.00. Quick buyer gets it for \$3,000, invoice stock. Address Lake, Box 11, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE—10,000 bus. capacity. Can handle 100,000 bus. per year. Gasoline engine. Black farm land, substantial community. Buildings 4 years old; 2 acres of land on Finley Branch C. H. & D. R. R., also 1/2 acre with residence. Good reason for selling. N. R. Spaulding, Monroeville, Ind. R. 1.

ILLINOIS—For sale modern cribbed iron clad elevator; concrete foundation, 2 legs, 15 horse Fairbanks-Morse Engine; automatic scale, gravity loader, Hess cooler and cleaner on outside elevator. 9 cribbed and hopped bins, capacity 50,000 bus. Business 350,000 bus. a year. Best elevator in McLean Co., Ill., all on private ground on Ill. Central, 120 miles from Chicago. 2-room office and Fairbanks-Morse Scale. Address Grain, Box 6, Grain Dealers Journal, Chicago, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

ELEVATORS FOR SALE.

TWO ELEVATORS located on P. H. Ry. in Southwestern Ohio. Address J. & J. Leas, West Manchester, Ohio.

NORTHEAST KANSAS 20,000 bu. elevator for sale. For particulars address James, Box 8, Grain Dealers Journal, Chicago.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

ILLINOIS Modern Elevator, best location in town. Competition of the best kind. Sell 1,500 tons coal annually. For particulars address Modern, Box 10, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Wil, Box 11, Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded house, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

IOWA—I have a 35,000 bu. elevator, coal business, flour and feed. Handle hogs. Only elevator in town. Will take \$7,000.00 and give possession most any time; would rather not until Apr. 1st. Address Com., Box 11, Grain Dealers Journal, Chicago.

SOUTH TEXAS—40,000 bu. grain elevator, with Sheller, Chop and Meal Mills combined. Best corn section of State; making Eight to Ten Thousand Dollars every season on storing corn besides what can be made on shipping during early part of season and doing a retail feed business. Good reason for selling. Easy terms to right party. For information address South, Box 10, Grain Dealers Journal, Chicago.

MICHIGAN—Modern, up-to-date 100,000-bu. transfer elevator at Frankfort, Mich., for sale. The plant has handling capacity of 25,000 bus. per day; steam power, modern, large size receiving separator and oat clipper, two 1,400-bu. Fairbanks' hopper scales and garners of the same size, three stands of elevators, ten bins of equal size, belt conveyors carrying grain to and from bins, also into cars. Elevator tracks hold twenty cars. Elevator situated on Ann Arbor railroad tracks. Arrangements of plant are such that it can be operated at small cost. Will consider proposal on machinery separately. If interested and want further information, write to A. W. TOWSLEY, Toledo, Ohio, Vice-President and General Manager, of The Ann Arbor R. R. Co.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

ELEVATORS FOR SALE.

KANSAS—Elevator, coal and feed business for sale. Address Kansas, Box 8, Grain Dealers Journal, Chicago.

CHAMPAIGN CO., ILL., ELEVATOR FOR SALE. In small town, 35,000 cap. two dumps, two stands of elevators, rope drive, two loading spouts, gas eng., good office and wagon scales. No competition and receipts for past three years average nearly 200,000 bu. annually. Big crop to handle now. Good coal business in connection. Address James M. Maguire, Campus, Ill.

OPPORTUNITY

knocks but once at each man's door. I will sell my elevator to you. Situated in one of the most fertile countries on earth. Three other elevators and a mill at this point. Station will handle 700,000 bu. this year.

Elevator is modern and new, thoroughly equipped—15 H. P. Otto engine, iron clad, 28,000 capacity, cleaner, automatic scale.

Retiring from business account old age. If you mean business, write Box 515, Plentywood, Montana.

ELEVATORS WANTED.

WANTED Grain Elevators in Hutchinson, Wichita, Salina, Emporia, Concordia or Coffeyville Territory. Address Smith, Box 11, Grain Dealers Journal, Chicago, Ill.

TRADE FOR AN ELEVATOR, 3 lots on corner in good town of 500 in South Western Neb. Brick garage on rear of lots, 38x50. Address Farmer, Box 11, Grain Dealers Journal, Chicago, Ill.

WANT good grain business in North Dakota in exchange for first class land in same state. For further particulars of land, send full description of business to AB, Box 9, Grain Dealers Journal, Chicago.

HAVE an 80 acre farm in Livingston Co., Ill., valued at \$18,000, whose owner will exchange for an elevator worth from \$6,000 to \$10,000. Also 160 acres in Kankakee Co., Ill., valued at \$20,000 to exchange for an elevator. James M. Maguire, Campus, Ill.

HAVE A GOOD 200-acre farm which I wish to trade for a first class elevator, N. D. preferred. For particulars send full information of your elevator to Men, Box 10, Grain Dealers' Journal, Chicago, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

I ALWAYS HAVE a fine line of elevators listed to select from and if you will write, wire or phone me, I will be glad to meet you and go over them with you. I am sure I can please you and will be glad to have your inquiries. James M. Maguire, Campus, Ill.

ELEVATORS FOR LEASE.

WANTED to lease several good elevators in Central Kansas or Northern Oklahoma. Address 611 North Washington, Wellington, Kan., or V., Box 9, Grain Dealers Journal, Chicago, Ill.

AGENTS WANTED.

AGENTS WANTED—**SALESMEN** calling on elevator firms to handle our products. "Rat Swat" in particular.

S. O. S. CHEMICAL CO.,
1509 Walnut St. Kansas City, Mo.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information-Buro, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

ANYONE knowing the present whereabouts of W. H. Key, formerly of Mt. Pulaski, Ill., kindly communicate with F. B., Box 10, Grain Dealers Journal, Chicago, Ill.

INFORMATION WANTED.

I WOULD LIKE to get the names of shippers of corn and oats who have had dealings with the Mercantile Farm Products Co., of Hillsboro, Ill., with which I believe E. E. Felkel is connected in some way, particularly do I wish to get into correspondence with shippers who have had their shipments refused on account of alleged shortage, demurrage or misgrading. Address Illinois Shipper, Box 11, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED—Young man to take an active part in operating Elevator and Mill and one who would take a one third or one half interest in the business. Have a fine location in one of the best wheat growing sections in Oklahoma. For full particulars address C. B., Box 11, Grain Dealers' Journal, Chicago, Illinois.

FERRETS.

FERRETS FOR SALE—Exterminate your rats at small cost. Catalogue and price list free. C. H. Keefer & Co., Greenwich, O.

EXTERMINATE your rats. Ferrets will do it for you. Write us at once for free catalogue and get rid of them at once. N. A. Knapp, Rochester, Ohio.

SCALES FOR SALE.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—Flour, feed and seed business. One of the best points in the state for a jobber to open and build a big business. Anyone interested in this property, correspond with G. H. Lee, Clarion (Wright County), Iowa.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE—Flour Exchange and Feed Mill, equipped for grinding all kinds of feed. Located in good live town of 1,500 population, surrounded by a splendid and thrifty community. Want to retire to engage in farming. For prices and further particulars call at store or address the undersigned. C. E. Franks, Albion, Ind.

FOR SALE—Finest Grain and Milling proposition in Central Kansas. 100 Bbl. flour mill with Corn roll. Modern machinery, thru-out "Nurdyke & Marmon." Both steam power and water, 12 foot head both in good condition. Mill running every day and doing a good business. Let us prove to you this is a money maker for cash. Address Graham, Box 11, Grain Dealers Journal, Chicago.

A VERY GOOD OPPORTUNITY for someone—350 bbl. flour mill, elevator, warehouse, and barn in good repair on 1 A. land in beautiful Southern Minnesota city; property valued at \$15,000; Insurance carried \$13,500; average daily sales locally \$150; have other business and will sell for \$10,000; nothing less; \$6,000 cash will handle; \$4,000 long time mtge. Address Ra., Box 11, Grain Dealers Journal, Chicago.

FOR EXCHANGE, 700 acres stock and grain farm in Central New York, close to Borden's Condensing Plant, shipping and mill station. Sandy and gravelly loam; good orchard; 200 A. wire fenced. Basement, barns, silo, running water in barns and house. Exchange for feed mill and elevator. Consider an interest in mill and elevator. Write full particulars first letter. Vicinity Toledo, Buffalo, or Rochester preferred. No agents. Farm, Box 9, Grain Dealers Journal, Chicago.

FOR SALE—50 Bbl. mill, elevator and coal business on private switch from Big 4 R. R. in Northern Indiana City. Business has been conducted here for 15 years and is doing about \$75,000 per year. Fine established trade and demand for full output. Buildings are brick and equipped with steam boiler and engine, but now operated by electric motors. Not a dollar against it, and well stocked with grain, bags, coal and all necessary equipment. A gilt edge and a money making proposition. Address Tribune, Box 14, Grain Dealers' Journal, Chicago.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SIDELINE SALESMEN wanted to handle the TOLLOMETER; reduces and checks telephone tolls; widely used by grain trade. A live wire can make \$25.00 extra per week. The Tollometer Selling Corporation, Forestville, Conn.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

MILLS FOR SALE.

FOR SALE Wisconsin mill, electric power. In good location on C. M. & St. P. Ry. with side track to mill. Otto Koenig, Pound, Wis.

FEED MILL FOR SALE in one of the best sections of Iowa. Fully equipped with electric motor and gasoline engine. Good jobbing trade in flour and chick food. Easy terms. C. D. Miller, Denison, Iowa.

FOR SALE—125-bbl. Flour, and 100-bbl. Meal Mill and elevator, located at Portsmouth. Best location in So. Ohio. Doing good business; good reason for selling. Address P. H. Harsha, Portsmouth, O.

FOR SALE—Combined Mill & Elevator situated in flourishing town of 3,000 population in Northern Iowa. Best location in City. Side track two railroads. Capacity 100 barrels daily. Address J. J. Watson, Emmetsburg, Iowa.

FOR SALE—A 50 bbl. mill in good running order, 10 acres of ground goes with it. Water or gasoline power. A bargain, if taken at once. For further particulars write Geo. W. Olson, Cedar, Kansas.

KANSAS—First-class 175-bbl. flour mill, 4,000-bu. cribbed elevator in Sumner County, Kansas, wheat belt. Mill cost \$35,000. Clear of all incumbrances. The only mill in town. Same is on private land with switch and track scales. Fifteen thousand (\$15,000.00) dollars will buy this entire plant if taken quick. A bargain in a mill and elevator. Address A. M. Brandt & Sons, Severy, Kansas.

FOR SALE—A two-break, four-reduction, "Richmond" Reel Flour Mill, never-failing water power, power enough for 2 or 3 such mills. Located in one of the finest farming valleys in Western Kentucky, near main line of I. C. Ry.; running and in good condition. Reason for selling: owner has other business which occupies all his time. For full particulars address The Grain Machinery Co., North Vernon, Ind.

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

75 H.P. Fairbanks-Morse, A. C., 3 Phase.
50 H.P. Fairbanks-Morse, A. C., 3 Phase.
25 H.P. Westinghouse, A. C., 3 Phase.
20 H.P. Fairbanks-Morse, A. C., 3 Phase.
10 H.P. General Electric, A. C., 3 Phase.
Write for prices. All motors guaranteed, and sent on approval to responsible parties. Northwestern Electric Co., 611 W. Adams St., Chicago, Ill.

ENGINES FOR SALE.

FOR SALE cheap, 18 h. p. gaso. engine. J. T. McCarthy, R. 4, Waukesha, Wis.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES, BOILERS.

FOR SALE Good engine and Boiler with all connections, except smoke stack. Run a 50 bbl. flour mill. Hargrave Bros., Russellville, Ind.

SITUATIONS WANTED.

POSITION WANTED as buyer for line house in Northwest. Best of references, 15 years' experience. Address Wyo., Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Experienced, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as Manager of Country elevator for Line Co. Have had 3 years' experience and can furnish best of references. For particulars address Jean, Box 10, Grain Dealers Journal, Chicago.

SITUATION WANTED by man 38 years old, eleven years in grain business. Can go to work on short notice at reasonable salary. Married. References. Address Wal, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator or as grain solicitor. Ten years' experience. Know grain and seed. Keep books and give bond. Address Worth, Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer for some line house. At present employed as Manager Farmers Elevator Co. at Lester Prairie, Minnesota. Address Box 241, Lester Prairie, Minnesota.

WANTED a Position as flour salesman. Have been connected with the grain and flour trade for over ten years. Small salary until I prove my worth. I know flour. Address North, Box 7, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED POSITION Manager of line elevator or private firm. 4 yrs. experience as Manager. 30 years old, married. Can furnish Bank references. Address Brown, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED as Elevator Manager and Operator, or second man at fair salary. Thoroughly experienced; can handle any part of the work, and not afraid of work. Address Kind, Box 11, Grain Dealers Journal, Chicago.

WANTED position as Supt. of Terminal elevator, or solicitor for good grain commission firm. Have had 13 years' experience in grain business and can furnish references. Address Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of elevator, 21 years in grain line, duly posted in buying and selling; good book-keeper and fully understand business. Address WB, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as Manager of Elevator; 20 years' experience in Elevator and Milling business. Can furnish best of references as to character and ability. Address E. M. C., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION in grain business. Can buy grain and make contracts that will hold. Understand all kinds machinery. Can furnish best references. Also handle coal. Not afraid of work. Address Harry, Box 6, Grain Dealers Journal, Chicago.

YOUNG MAN wants position in grain or feed business or grain elevator. No boozier. Can manage small plant or will work as second man. I have experience; best of references. Address Lincoln, Box 9, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED—Good grain buyer and lumber yard manager. Norwegian or Swede preferred. Write North Dakota, Box 10, Grain Dealers Journal, Chicago.

AN OLD and successful terminal commission house is looking for an experienced solicitor who can demonstrate his worth, and if he has the necessary energy and ability will be taken into the firm. No capital required but brains. Address Opportunity, Box 11, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—King Buck Horn Machine in good condition at a bargain. Address C. C. Norton's Sons, Greenfield, Ohio.

FEED ROLL, good shape, for sale. A Bargain, \$60.00. 3 roll, 2 reduction Nordyke & Marmon make. Had to replace with larger roll. O. Gandy & Co., South Whitley, Ind.

CHEAP—One 22" ball-bearing attrition mill, used one year; one 15" McCormick turbine; one 20 h. p. 220 V. D. C. Motor. Address M. G. Mortensen, Cazenovia, Wis.

FOR SALE CHEAP.

One 3 pair high 9x30 Noye Rolls. Located at Atlanta, Ga. Also

One 3 pair high 9x18 N. & M. Rolls, newly corrugated, practically good as new. F. G. Gauntt Mfg. Co., Ft. Wayne, Ind.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3' Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr, etc. Satisfaction guaranteed. Write for prices at Once.

George J. Noth, 9 South Clinton St., Chicago, Ill.

MACHINES FOR SALE.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kafir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,

431 to 437 So. Clinton St.

Flour Mill and Elevator Machinery. Chicago, Illinois.

Make Your Business A Christmas Present

that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator Post Office.....

.....bus. State.....



SEEDS FOR SALE—WANTED

GRAIN WANTED.

WANTED heavy, bright Montana oats and barley. Lewis Grain Co., Chamber of Commerce, Buffalo, N. Y.

WANTED—One hundred cars of oat straw, timothy, hay, buckwheat, grain and potatoes. Send Samples.

C. T. HAMILTON, New Castle, Pa.

GRAIN FOR SALE.

GOOD solid white ear corn at 52c per bushel, F. O. B. Skelton, Gibson Co., Ind. Big 4 R. R. Lots of good seed corn in this. Wile Seed Co., Colfax, Ind.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

DAMP CORN WANTED.

WANTED 100 cars new corn to dry in transit. The Wadsworth Feed Co., Warren, O.

SCREENINGS WANTED.

SCREENINGS of all kinds; salvage and damaged grain; off grade grain; miscellaneous grain and seed products. Send samples. C. E. Dingwall Co., Milwaukee, Wis.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered, car-lots. Adluh Milling Co., Columbia, S. C.

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

Record Clover Prices?

With demonstrated shortage in central states and northwest already drained, light receipts are expected. Similar conditions produced record prices in former years. Will this season establish new record? For latest news bearing on the situation, read our Daily Letter, published in Toledo Daily Post. Sample copy on request.

SOUTHWORTH & CO., Second Nat'l Bank Bldg., TOLEDO, OHIO

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

**Clover Seed
FOR SALE**

Car lots or less. Ask for samples and prices

SEEDS WANTED.

WANTED—Mammoth Clover Seed, true to name. Write W. G. Trumpler, Tiffin, O.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

CLOVER SEED, red, mammoth, sweet, Alfalfa. Also timothy and soys.

O. M. SCOTT & SONS CO.,
200 Main St., Marysville, Ohio.

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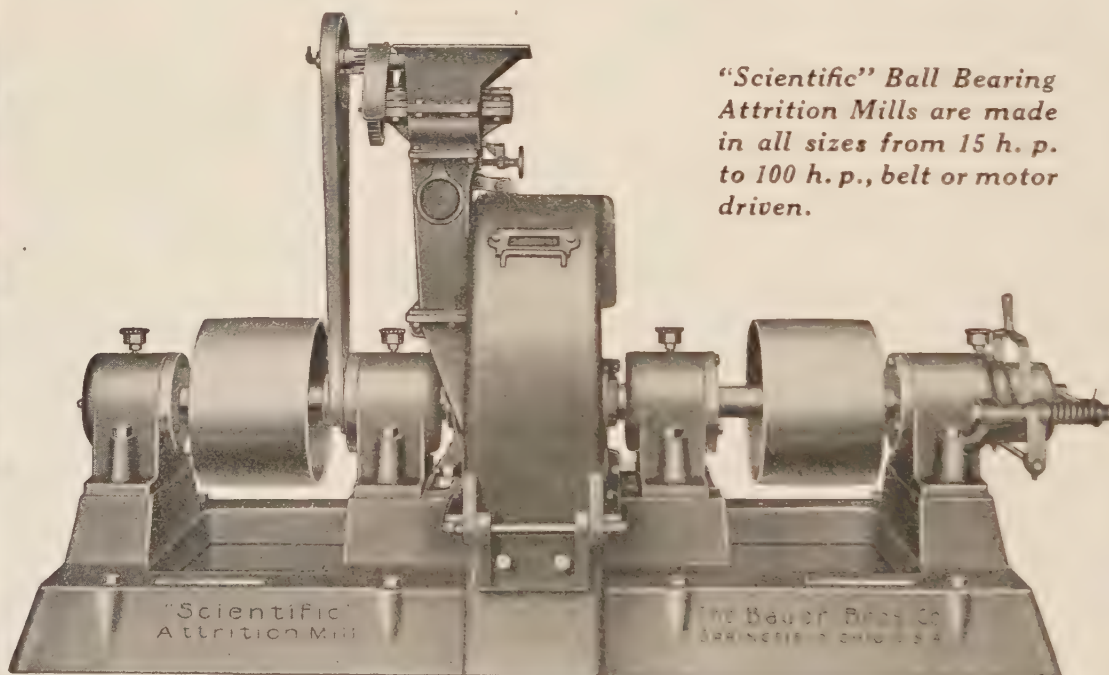
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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, DECEMBER 10, 1915

SHIPPERS CLAIMS against railroads are outlawed in four months, unless the shipper files a formal claim, while the railroad has unlimited time in which to file its claim against the shipper. Why this discrimination?

LATE ESTIMATES on the winter wheat acreage reflect a material reduction. Michigan has only 94% and Ohio 82% of last year's acreage. Most of the winter wheat section was favored with pleasant weather during November, so that the farmers could have sown the equal of last year's acreage, had they been so inclined, so the government's figures next spring may prove these early estimates to have been erroneous.

FIRES MENTIONED in this number incurred losses of many thousands of dollars upon 11 elevator operators scattered thruout the country. Causes responsible were flames from a cob burner, friction in the cupola and the balance are credited to unknown. The available supply of water from the barrels kept in the cupola saved one plant from a possible total destruction, while a concrete basement and working floor confined the blaze in another plant to one part of the building. The water barrel in the cupola is called upon so frequently to assist in extinguishing fires that it should be made an integral part of each floor of every elevator. In the winter a solution of water and calcium chloride should be used in iron or steel receptacles.

RECEIVERS who advance operating capital to country shippers without reasonable limit or security, must expect to suffer heavy losses occasionally because the very laxity of their method of extending credit to the shipper encourages reckless speculation to a degree that would not be indulged by the same shipper operating with his own capital.

THE WAR TAXES levied upon the grain trade for support of the Government were established for one year only. However, it now seems certain that they will not only be re-enacted but increased to make up the deficiencies of the revenue laws. The grain trade has paid more than its share of this tax. It will be called upon for even more unless the members of the trade file a vigorous protest and follow it up with active opposition in Congress.

ONE OF the splendid results of the recent conference on Marketing and Farm Credits in this city was the timely exposure of a brand new public enemy "The Food Trust." Anybody catching it will be handsomely rewarded by any of the prosecuting attorneys anxious to capture new plumes for their halo. If one-half the trusts which are daily charged with all the crimes of the decalogue existed, everybody would have a trust except the poor innocent grafters trying to work the farmers, who are so short-sighted they do not know how to form a trust.

THE SPARKS emitted from passing locomotives are credited with setting fire to so many grain elevators and flour mills it is gratifying occasionally to know that some sufferer has obtained judgment for the value of his property against the railroad. In our Tennessee news this number is a report of a verdict for \$30,000 against the Southern Ry. If all carriers would equip their locomotives with spark arresters and require elevator men to whom they lease building sites to keep their plants well covered with corrugated iron these losses would not occur.

THE MARKETING of poor corn is being made the topic of discussion wherever grain men meet, many special gatherings being held within the last month for discussion of the subject. Is it not possible that the country grain buyers are themselves to blame for the flooding of their plants with damp corn? When the farmer is paid the same price per bushel for rotten corn as he is paid for that which he has given more care he has no incentive to bother with the better variety. He should be heavily discounted for the poor corn. One Illinois farmer recently marketed a thousand bushels of corn after giving the crop a little more than customary attention. The result was that he obtained \$1 per bushel for his grain, all of it being suitable for seed purposes.

THE BURNING of grain elevators at Erie, Pa., together with a large quantity of wheat this morning, is credited to incendiary representatives of the European belligerents. So many mysterious fires are occurring which interfere with the manufacture or transportation of our supplies to Europe that there is strong grounds for believing that all of these fires are not accidental.

GOVERNMENT INTERFERENCE with the marketing of grain does not seem to have proved profitable for the British government or of advantage to the consumer, and the *Corn Trade News* recently took occasion to warn its readers that the government's control of the Australian crop could not be expected to facilitate the movement of the crop or the marketing of it at a lower price. It seems that the British government made an expensive bungle of the marketing of the Indian crop, which was taken over last spring.

GALVESTON HAS yielded to the demands of the shipping interests of the Southwest and henceforth all grain will be inspected upon arrival in that market, instead of upon delivery to the elevators, as heretofore. It is the practice in most markets to inspect all grain upon arrival in the outer yards, and shippers generally presume that they are responsible for the grade of their grain only up to the time it arrives and is inspected, allowing 24 hours for reinspection. This change makes the practice at gulf ports uniform and will no doubt work to the benefit of shippers and to the advantage of Galveston.

A NORTH DAKOTA elevator company which has been paying a central market receiver 10% interest on money loaned it and shipping 65% of the grain bot to the receiver, now complains that it has suddenly discovered that it is simply working for the receiver, and not doing business on its own account. It would be a good thing for many country elevators of the Northwest if they would awake to the fact that they would be much better off if they would confine their business operations to the operating limits of their own capital. Many of them have obtained so much money from receivers without security that they have lost sight of their real cost of doing business, and a few have indulged in wild speculation, which they never would have been tempted to do had they been continually cramped for money. The shipper who is free to consign his grain to any receiver he desires is always more independent, and has much to gain by studying men and markets, while the shipper who is bound to one firm by an unsecured loan, is in chains. He is robbed of all initiative and deprived of ambition. The independent dealer finances his own business and ships his grain wherever he can get the most for it.

WHENEVER you find the same firm attempting to do business under four or five different names you can generally rest assured that something is wrong and that some of the names are used to deceive traders who are familiar with other names.

OWNERS OF Atlantic steamships are charging such exorbitant rates for transporting grain across the ocean that shippers are complaining bitterly and the champions of the merchant marine will use these complaints in the interest of legislation which may force the government into building and engaging in the steamship business. The government is now engaged in so many different business enterprises that the average business man looks with doubt upon any new ventures of this character. With such profitable freight rates being collected on all shipments across the Atlantic new boats should soon be built to supply the demand.

THE NEW PRECAUTIONS being adopted daily by railroads seeking to escape liability for all the hazards of transportation possible should prompt shippers to refuse to accept any contracts which in any way reduce the responsibility of the carrier. The T. St. L. & W. Ry. has recently stamped all of its Bs/L with a clause designed to relieve it of all responsibility for the deterioration of new corn entrusted to it for transportation. If the shipper signs the B/L and agrees to the provisions on it then it may be somewhat difficult for him to collect damages resulting from the deterioration for which the carrier seeks to escape liability. This exempting clause of the Clover Leaf should be omitted from the Bs/L or else shippers should refuse to sign.

FOUR ACCIDENTS, reported in this number, is an encouraging reduction in the number of casualties for a fortnight. But these four casualties might have been prevented by the use of proper guards and periodical inspections of equipment. Stepping on a moving belt caused a broken ligament, a fall into a grain bin resulted in death thru suffocation, the falling of a defective manlift produced severe injuries to an elevator employe upon whom the platform fell, and being struck in the chest with a power shovel internally injured a workman. The elevator operator who permits his employe to work with defective equipment or around unguarded machinery is liable to suffer a greater loss than that imposed by the compensation laws, as to that loss must be added the loss of the old and experienced employe. Thus from a purely monetary viewpoint the elevator operator will guard his employes about the plant on the same basis as he will insure against loss on his grain purchases by hedging. Having this insurance he will take every precaution to guard against accidents.

SMUT IS responsible for the loss of so much grain annually, the wonder is the farmers do not of their own volition institute a vigorous campaign for the destruction of all smut spores. The Santa Fe Railway, with its usual enterprise, has spread broadcast thru the Southwest circulars telling of the great loss to wheat growers of that section thru the ravages of smut and imploring them to use the formalin treatment, which is recommended by all recognized authorities as a sure cure. It is so cheap and so easily applied it seems ridiculous that any farmer should neglect to treat his seed grain thoroly and thus guarantee an increase in the yield of good grain.

CARLOAD MINIMUMS so large as to prove embarrassing to small shippers will be established unless the members of the trade protest against the adoption of the large minimums recommended. Many interior distributors have neither the storage room nor the capital to handle profitably any kind of grain in such large units and the establishment of large minimums must result ultimately in the building of transfer, cleaning and mixing houses at junction points of consuming territory, which will supply mixed carloads to meet the needs of the interior distributor. While it is barely possible that the railroads will be able to transport the larger units at a lower cost still they alone are profiting by economy.

AN ILLINOIS dealer who longed for more convincing evidence to prove to the satisfaction of his farmer patrons that they were marketing nearly as much water as corn, lined half a dozen strong wide, shallow crates with wire screen of fine mesh, then filled one crate with ear corn the first and 15th of each month and weighed all crates on these dates to show how much they had lost in weight during the preceding two weeks. The result astonished even the corn buyer, and he discouraged the selling of corn until as late in the season as possible. His experiment convinced him that if he were to protect himself against heavy losses due to evaporation it would be necessary to take so many pounds to the bushel that the farmers would rise up in bitter protest against his taking a bushel of illegal weight. However, by showing the farmers how much each lot crated had shrunk he convinced them that it could not be stored safely, and many were willing to hold until their corn was in marketable condition. Dealers who persist in receiving new corn before it should be taken from the stalk will always get more moisture than they bargain for, and unless they conduct frequent moisture tests they are sure to suffer heavy losses. However, the crated samples will more readily convince the average farmer of the water content of corn than any other moisture test.

SEABOARD congestion is in no way the fault of the interior shipper yet the carriers are cunningly attempting to saddle upon him the burden of expense, by a so-called extension of the period of free storage, for which C. C. McCain chairman of the trunk line ass'n, has recently petitioned the Interstate Commission. Under the contemplated arrangement the free time would expire 28 days after date of B/L, and storage would begin to accrue even if the railroad company had the car side-tracked for its own purposes 500 miles back from the seaboard, in case the shipper was not in position to give orders for disposition. It must be self-evident that the shipper can not give final disposal orders on a car of grain until he knows the grade placed upon it at destination, which determines whether it can be applied upon contract. In its protest against the proposed storage charges on bulk grain for export the Baltimore Chamber of Commerce should have the cordial support of shippers in the territory north of the Ohio River. This scheme is about on a par with that attempted at New Orleans a few years ago by one road of assessing demurrage while the car was nowhere near the city, and which was promptly squelched by the court.

RAILROADS HAVE so long escaped responsibility for damage to grain in cars by floods, that it has become a chronic habit with railroad claim agents and attorneys to credit all such losses to "an act of God." The Ohio courts gave them quite a surprise this week, in sustaining a decision whereby the initial carrier was held responsible for the loss, because it had furnished a defective car and thereby made it necessary to delay its reshipment at Dayton. The car was in Dayton long enough in advance of the flood to have been transferred several times, but the flood overtook the car and damaged the grain, and the initial carrier is now directed to make good the loss. Grain shippers of the Southwest, whose grain was recently damaged by the Galveston flood waters, should again take heart and push their claims for the full amount of the damage done. The Galveston railroads have had nearly 15 years to safeguard their tracks and the property of their patrons from floods of this character, but they have made no effort to provide any protection. And again the weather bureau gave all interested parties ample warning, so that all freight in the Galveston yards could have been removed many hours before the storm broke. The Galveston railroads by their contributory negligence are far more responsible for the damage done freight by the recent Galveston flood than any other agency. Shippers owe it to themselves to stand for their rights, else the railroads will soon forget that they have any.

Taxing the Grain Trade.

As is pointed out by the President of the Chicago Board of Trade elsewhere in this number, the grain trade has been called upon to contribute more than its share of the war taxes, and as the period for which the revenue law was enacted has about expired a new law providing for more taxes must be drafted.

The members of Congress seem to have overlooked the fact that the taxes upon all grain transactions is a tax upon the bread and foodstuffs of the people. Most lines of merchandising escaped without any specific contribution, while the grain trade has been called upon for several million dollars. This is unfair and unreasonable; still the discrimination against the grain handlers of the land is very likely to continue, unless they rise up and let their voices be heard at Washington.

The grain trade is perfectly willing to pay its just share of the government's expense, but it is not right that it should be taxed while most other lines go scot free. It is true that the taxes are levied specifically upon exchange transactions, but the broker passes the tax on to his customer and the grain bears the burden of 1c per \$100. The same grain can be traded in just across the street by the same individuals and no tax paid, and other commodities can be dealt in anywhere in any quantity desired, without contributing a penny to the war tax. Protest to your Congressman today, lest it be too late.

Why Farmers Violate Their Contracts.

Loose contracts for the future delivery of grain made with farmers by country elevator men not only assist and encourage farmers to ignore their contracts, especially if the price goes up, but educate them to consider the ordinary contract with the grain buyer as meriting little consideration. The grain buyers themselves are more to blame than the farmers for their not living up to their contracts. If the buyers would always insist on having a written contract, or would give the farmer a check at the time the contract is made, with a statement of it written on the face of the contract, then it would not be so easy for the farmer to escape responsibility for his agreement, nor so difficult for the grain buyer to hold the farmer up to the letter as well as the spirit of his contract. Grain buyers everywhere have suffered many heavy losses because of their inability or want of backbone sufficient to enforce their contracts. Frequently the entire season's profits are sacrificed to laxity in this matter of making and enforcing written contracts with farmers, who insist upon selling their grain in advance of hauling it. It is not right, but the grain dealer's fear of competition is more responsible for his suffering than the desire of the farmer

to beat him. When all country elevator men insist upon farmers living up to contracts made with them, as the dealers have to live up to their contracts made with terminal market men, the enormous losses credited to lax contracts will be prevented.

Confiscation of Wheat by Canada.

The coup sprung by the Canadian Government at midnight Nov. 29 was theatrical in its effect. Exporters in Canada and the United States and European buyers who supposed their requirements were securely covered had their business dislocated by the seizure of all No. 1, 2 and No. 3 wheat in the elevator at Fort William, Montreal, Collingwood, Goderich, Kingston, Port Colborne, Prescott, Quebec, St. John and Halifax.

Officially the government stated the purpose of the seizure was to obtain a large quantity of wheat for the British Government without an advance in price such as would follow purchases in the open market. The coup was successful in giving the government possession of some 15,000,000 bus. wheat at a price that nets the farmer and the exporter a corresponding loss of perhaps 10 cents per bushel.

To the extent that United States and Continental buyers were interested in this wheat they were cleverly forced to contribute to the expense of conducting the war.

The machinery of commerce is so carefully adjusted to move commodities at lowest cost that this outside interference immediately made itself felt in accrual of demurrage charges on boats loading grain, and the frantic appeals by the shipping interests led the government to permit the loading out of the seized wheat on condition that it be replaced.

A year ago in December wheat prices hung stationary at a low level and the markets ruled stagnant this November until the Canadian wheat seizure electrified them into activity prematurely, registering an advance of 15 cents in a week.

Fearing that this seizure may be repeated one or more times before the war is ended buyers will refrain from contracting for grain of Canadian origin until it is safely out of that country. Importers in Scandinavia and on the Mediterranean may conclude to confine their purchases to the United States instead of Canada, the effect being to cause a loss to the Canadian grower and a profit to the American farmer. A comparison of the market prices in the two countries shows that this already is taking place.

When \$1.50 wheat was leaving the United States in great volume last spring it was urged in Congress that the president should place an embargo on exports of wheat lest we starve before the new crop became available. With a wisdom that is not usual among politicians the

administration at Washington applied to the Chicago grain trade for information on the actual position of supply and demand. This was fully and freely furnished. The administration thereafter announced it would place no embargo and our exports continued, to the great advantage of grain merchants and farmers.

The grain merchants of Canada are loyal to the home country, and before making further arbitrary seizures of wheat the Dominion authorities will promote the best interests of Britain by taking them into consultation.

Railroads Ask Greater Demurrage Fees.

The car shortage in some sections of the country is threatening to become acute everywhere. Railroad officials from different sections appeared before the Interstate Commerce Commission this week and asked authority to change traffic rules and to set aside the ordinary demurrage rules immediately. The railroad officials not only want a greater demurrage charge, but a shorter free time, and demand that the "average demurrage" rule agreement be canceled. Some of the railroads are willing to allow 48 hours free time for loading and unloading, after which they insist upon demurrage being charged at \$1.00 a day for the first 3 days, \$3 per day for the following 3 days and \$5 per day thereafter.

Shippers who in the past have been prompted to wonder at the warm generosity of the railroads in this matter of demurrage will be gagged by this latest proposition. Grain shippers will promote their own interests by using duplicate car order blanks and getting a receipt from the station agent for each order filed. Wherever written orders have been used in the past, the maker of the order has had the advantage, because the station agent has so frequently forgotten the verbal orders of competing shippers.

No elevator man is agreeable to demurrage rules which encourage or assist scoopers to use freight cars for warehouse purposes, but in fairness to shippers who are prompt in loading and receivers who are prompt in unloading, demurrage should be made reciprocal, so that if the carriers delay the delivery of empties and give the entire number asked for all at one time, or if they delay the delivery of loaded cars and deliver a large number at one time, then they should be penalized for their delay, because neither the loader nor the unloader who has empties or shipments held back for a week and then dumped on him all in a bunch, can fairly be penalized for not loading or unloading the entire lot immediately. The shipper is not always to blame for the delay in loading or unloading cars, but when he is, he is generally willing to pay a reasonable fee for the delay, providing the same fee is assessed against every other shipper or receiver.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

The Acidity Test?

Grain Dealers Journal: Where can I obtain a list of instructions for making the acidity test for the keeping quality of corn?—Earl Petty, Noble, Okla.

Ans.: The acidity test requires more apparatus and is much more difficult to make than the moisture test. The precise method of making the test is described in Bulletin No. 23 by E. J. Watson, Commissioner of Agriculture, and issued by the State Dept. of Agriculture, Columbia, S. C.

Minimum Weight on Car Larger Than Ordered?

Grain Dealers Journal: The reply to my inquiry with regard to minimum weights applicable to shipment, which was published in this column Nov. 10, indicates that the destination of shipment governs in some way the minimum, and will state this shipment moved from Pine Bluffs, Wyo., to Gibbon, Neb.

I had ordered a 60,000-lb. car, was furnished one of 100,000 lbs. capacity, and put into it 73,000 lbs., and the railroad company car charged me for 96,000 lbs., which the Union Pacific alleges is the minimum when the shipper loads more than 10 per cent above the marked capacity of the car ordered. Has the company a right to the freight on the 23,000 lbs. not loaded, the rate being 25 cents per cwt.?—C. R. Buschow, Pine Bluffs, Wyo.

Ans.: By reference to the tariffs it is found that there are three rates on wheat from Pine Bluffs to Gibbon. One is the distance tariff, which makes it 33 cents. Another is the Denver rate basis to which Pine Bluffs is entitled, which is 30 cents. The minimum weight applicable under both of the above rates is 30,000 lbs., or the actual weight loaded, which would have entitled shipper to be charged only for the 73,000 lbs., instead of 96,000 lbs.

The third rate is 25c per cwt., and as this is the lowest rate shipper was entitled to, with, however, all the limitations that go with it. This rate is quoted in item 670 on page 156 of U. P. tariff G. F. O. 13475, and expressly provides: "Minimum weight, 4,000 lbs. less than marked capacity of car, but not less than 30,000 lbs." This express provision makes effective with this rate item 1225-A on page 19 of Supplement 37 to U. P. tariff 1065, as follows:

Furnishing of Cars.—When the Tariffs provide for different minimum weights according to weight carrying capacity of car the following rule will be observed in assessing freight charges:

When carrier cannot furnish car of weight carrying capacity or dimension ordered by shipper and for its own convenience provides a car of greater weight carrying capacity than the one ordered by shipper it may be used on the basis of the minimum carload weight fixed in tariff to apply on class of car ordered by shipper, but in no case less than the actual weight; and provided that the shipment tendered could have been loaded in cars of the size or weight carrying capacity ordered by shippers, the weight carrying capacity or dimension of the car ordered, number of the order and date of same to be shown in each instance on the B/L and carrier's W/B.

To escape being charged for 96,000 lbs. shipper should have loaded into the car not more than 10 per cent over 60,000, or 66,000 lbs.

Shipper could have chosen to pay the

higher 30-cent Denver rate, in which case freight would be \$219, or \$21 less than the U. P. is assessing him; for the reason that on page 154 of U. P. tariff G. F. O. 13475 it is stated: "If the rates named in this section (No. 5 Alternative Commodity Rates) make a lower charge on any shipment than the rates named in sections 1, 2, 3, 4 or 6 of this tariff, the rates named in this section will be applied." The higher minimum makes the charge greater under the lower rate, but by choosing the higher rate shipper gets the lower minimum.

Accordingly shipper is advised immediately to file claim for \$21 with both the Union Pacific Railroad Co., at Omaha, Neb., and with the Interstate Commerce Commission, G. E. McGinty, sec'y, Washington, D. C.

Where to Obtain Freight Rates?

Grain Dealers Journal: We understand that the Interstate Commerce Commission has adopted rules for the rates that railroads must charge for carrying freight; and that copies of these can be obtained from the proper authorities and the rate of freight be selected by the shipper instead of by the railroad company. Is this correct? If so, where would one apply to get a copy of the rules?—F. I. Williams & Son, North Adams, Mich.

Ans.: The Interstate Commerce Act requires railroad companies to keep on file at each local station a complete set of its tariffs showing the schedule freight rates to all points, for inspection by shippers. Shippers of long experience, who are well versed in traffic matters, can read a tariff and satisfy themselves that they know the rate; but most shippers prefer to call the agent on the phone and ask him to quote the rate on the contemplated shipment. This quotation is not binding on the carrier, and if the agent makes an error in quoting the rate the shipper must make good the difference, as the rate published is the legal rate.

Buyer's Recourse for Breach of Contract?

Grain Dealers Journal: Can the Journal give us additional decisions regarding buyer's action for breach of contract, like that appearing in the Oct. 10 number?—Pittman & Harrison Co., Claremore, Okla.

Ans.: The court decisions covering buyer's measure of damages for breach of contract are practically unanimous, later decisions being in agreement with the earlier cases basing damages on the value of the article at the time and place of delivery. Following are three additional decisions:

The measure of damages for breach of contract to sell and deliver is the difference between the contract price and the market price at the time and place of delivery.—*Fletcher v. Patton*, 21 Ill. App. 228. *Ullman v. Babcock*, 63 Tex. 68.

The measure of damages ordinarily for a breach of contract to deliver a marketable commodity, such as corn, is the difference between the price agreed upon and the market value of the corn at the time and place of delivery, with interest.—*Gray v. Hall*, 29 Kan. 704.

The measure of damages for failure to deliver oats according to a contract of sale is the difference between the stipulated price and the market price at the place of delivery when the delivery ought to have been made, less the freight, if the buyer was to pay the freight.—*Erwin v. Harris*, 87 Ga. 333.

Our Callers

Dexter Baber, Dudley, Ill.

J. A. Waring, Cedar Rapids, Ia.

E. D. Bigelow, sec'y Board of Trade, Kansas City, Mo.

G. Ellsworth Meech, Vice-pres., Meech & Stoddard, Inc., Middletown, Conn.

Buyer Bears Loss Due to Deterioration After Inspection.

The Supreme Court of Oklahoma on Nov. 9 denied the Citizens Mill & Elevator Co., of Weatherford, Okla., a rehearing of its suit against the W. L. Perkins Grain Co. to recover damages for alleged breach of contract of sale of a car of corn.

On arrival at Weatherford the car was found to contain corn mixed with kafir corn, wet and rotten; and having paid the draft plaintiff made claim and brot suit. The contract provided:

"Confirmation of Sale.

"Oklahoma City, Okla., April 20, 1912.
"Citizens' Mill Co., Weatherford, Okla.: We confirm sale to you by Perkins & Deck of one car 80 bushels of No. 3 corn, at 77½ per bu.—Basis of C. A. F. Fairbury, Nebr. Our routing, via R. I. Shipment to be made immediately. Your weights and Wichita grades. Bill to Weatherford. Terms: Demand draft; B/L attached. Notify us immediately, if any errors in the confirmation.

"W. L. Perkins Grain Company.

"Accepted by Citizens' Mill Co.

"This contract is subject to the trade rules of the Oklahoma Grain Dealers Ass'n."

The corn in question was inspected at Wichita, Kan., as shown by the following certificate:

"Office of State Grain Inspector of Kansas. April 25, 1912. This certifies that there was inspected this date by assistant inspector, J. C. Wasser, the grain contained in car No. 27948, COG, seal broken 2569, seal applied W. 7171, which graded 3 mix corn tough.

"D. R. Gordon, Chief Inspector, Per W. For Neveling Ele. Out. Fee 60."

Justice Collier of the Supreme Court said: The undisputed evidence, the contract of purchase, provided that the corn was bought subject to inspection at Wichita, and a certificate which accompanied the B/L shows that such inspection was made at Wichita, and that said inspection showed that the corn was of the grade contracted for. But the inspection provided by the contract was made at Wichita, and it was entirely immaterial, so far as the liability of defendant is concerned, what the condition of the corn was upon its arrival at Weatherford; there being no evidence tending to show that any fraud was practised at the instance of defendant or otherwise, as to the inspection at Wichita.

The trial court declared that the contract was for a sale on inspection at Wichita, and we think no other conclusion was possible under the evidence. This contract is legal, and ought to be upheld. Courts cannot make contracts for parties; they can only construe them. A contract making the decision of one party conclusive is valid and binding. *Williams v. Railway*, 153 Mo. 487, 54 S. W. 689; *Beck & Corbitt Iron Co. v. Holbeck*, 109 Mo. App. 179, 82 S. W. 1128.

It will thus be seen that the parties agreed to submit this question to a decision of the inspector, appointed by defendant. His decision, under such circumstances, was final and conclusive, unless fraud be shown, and such fraud must have been participated in by defendant. In other words, the fraud must have been the result of collusion between defendant and the inspector appointed by him.

In *Gorham v. Dallas, C. & S. W. Ry. Co.* (Tex. Civ. App.) 106 S. W. 930, it is held:

"Where a contract of sale provides that the materials shall be inspected by a specified person at the buyer's cost, the inspector is the agent of both parties, and his inspection is conclusive on them, in the absence of bad faith therein."

In Gratiot Street Warehouse Co. v. Wilkinson et al., 94 Mo. App. 528, 68 S. W. 581, it is held:

"Where corn is purchased as of a certain grade and quality, according to official inspection, at the place of shipment, such inspection, in the absence of anything to impeach it as dishonest or collusive, is conclusive as to the grade and quality shipped to the purchaser."

In said case, supra, it is further held:

"In an action against a grain dealer for breach of contract in refusing to receive corn purchased by him of a certain grade, according to official inspection at the place of shipment, the question as to when the title passed is immaterial, defendant being obliged to receive it, regardless of its condition when it reached him, if the official inspection showed that it was of the grade ordered when placed on the cars."

Finding no error in the record requiring a reversal of the cause, the judgment of the trial court should be affirmed.—152 Pac. Rep. 443.

ESTIMATES of appropriations sent to Congress include \$109,920 for grain investigations, an increase of \$79,920 over the current year's appropriation, to cover grain sorghum investigations.

A LIVE GROCER of Noblesville, Ind., has arranged to show moving pictures of operations at the plant of the Noblesville Milling Co. The grocer handles the product of the mill and has adopted this method of showing his patrons how the quality is placed in the flour they buy.

THE CORN SITUATION is the worst in our history. It is difficult to formulate a correct estimate. As an illustration, the Agricultural Bureau last month reported an aggregate crop of 519,173,000 bus. in the states of Minnesota, Wisconsin, Iowa and the two Dakotas. In the supplementary report the amount fit to be husked was one-third of the total or 170,000,000 bus. In our reports we find the feeding value of these states to aggregate 168,000,000 bus. In other words our investigation coincides with the government in these states and may be expected to be correct in the other states. The big west—the cattle and hog feeding sections have a feeding value crop of 1,143,000,000 versus 1,469,277,000 last year.—C. H. Thayer & Co.

War Tax on Grain Excessive.

BY C. H. CANBY,
PRES. CHICAGO BOARD OF TRADE.

The grain trade of the United States has been, to an increasing degree, during the past 20 years dependent for its efficient and economic operation on the facilities afforded by the great central market places, designated generally by the term of "Board of Trade" or "Chamber of Commerce."

So great are the vast volumes of grain moving in and out of these market centers that well organized and efficient methods and systems are an absolute essential. These methods and systems are the principal features of the modern Exchange, of which the Chicago Board of Trade is a conspicuous example.

Grain merchants throughout the country, as well as those directly engaged in business in the leading primary and seaboard markets, have been during the past year compelled to pay a tax of 1c per \$100 on all sales for present or future delivery of merchandise or products at any Exchange Board of Trade or similar place.

It is quite apparent that this section of the Revenue Act is highly discriminatory, as it does not affect sales made elsewhere than in the leading markets, or the markets which are of the greatest importance and in the highest degree necessary to the most efficient methods of handling our principal cereal crops from the producer to the consumer at a margin of cost which is extremely small.

This tax directly affects every cribber of corn, every country elevator or shipper who sells for forward delivery during any portion of the year, and also on the other hand, all exporters, millers or merchants who make purchases for periods covered by the requirements of the future.

It seems to me that from the viewpoint of fairness and equity, this tax is not just and the amount which has been collected from this source should be equalized and distributed over other lines of business and over products other than the agricultural products, which are the principal ones affected by this section of the war revenue act.

We appeal to the sense of fairness of

our representatives in Congress to grant us relief from the burdensome results of this tax by either its elimination or a substantial reduction from the amount as now assessed.

We do not assume that those whose business activity is confined to the grain trade have any desire to escape a fair share of the public expenses; consequently, I believe that a substantial reduction in the tax rate referred to would meet with the full approval of all those whose interests have been directly affected.

Hearing on Illinois Grain Rate Advance.

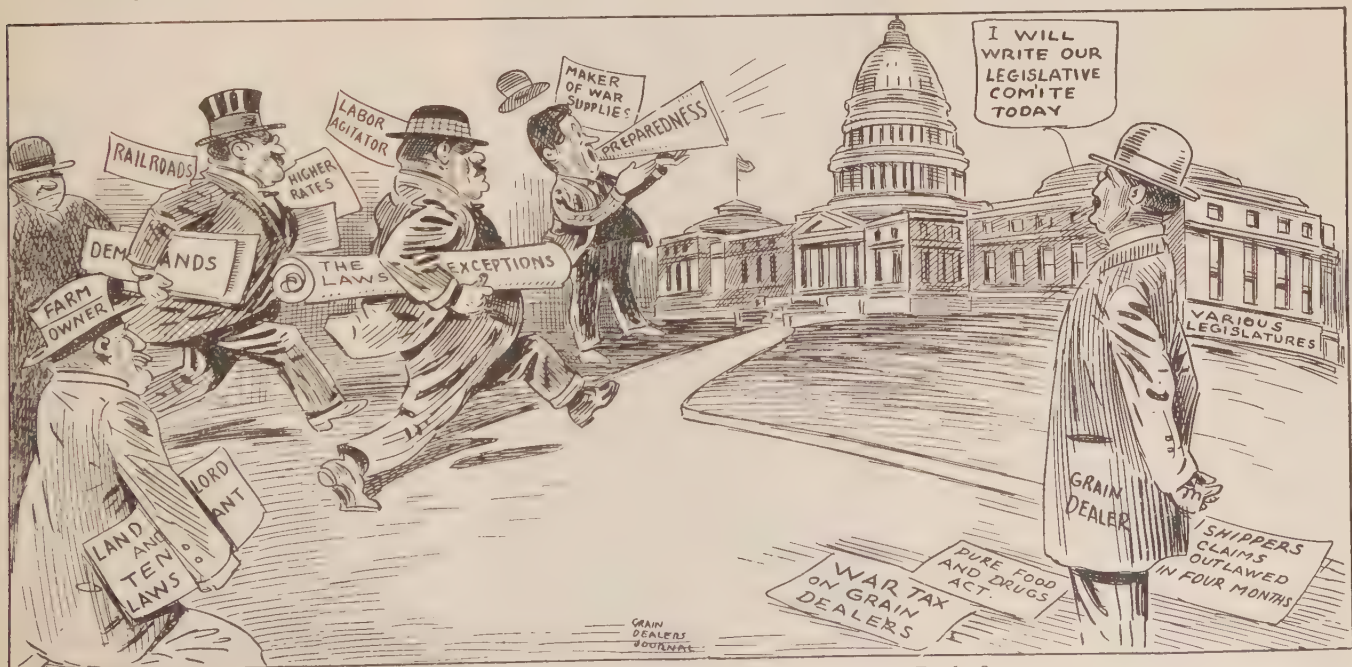
At the hearing before the Illinois Public Utilities Commission on the 5 per cent advance in intrastate grain rates the grain trade was represented by J. S. Brown, mgr. of the transportation department of the Chicago Board of Trade, and A. D. Stevens, attorney of Springfield, retained by the Illinois Farmers Grain Dealers Ass'n. A. C. Strong, attorney of the Illinois Grain Dealers Ass'n, filed a reservation of right to appear later and intervene.

Some representations that had been made by the railroad companies were effectively refuted by Mr. Brown, who objected to the proposed tariffs on account of the discrimination that would follow, because nearly all roads but the Illinois Central and the C. & E. I. apply their inbound rates to Chicago in the reverse direction. Some roads would get an increase, and some markets would have to pay a higher rate, others not.

The hearings are covering many different commodities and will not be closed until January. The hearing on the grain schedules Dec. 2 and 3 was adjourned to Dec. 10.

WE CAN NOT get along without the Grain Dealers Journal.—A. Schmidt & Son, Lytton, Ia.

WE LIKE the Grain Dealers Journal very much and find it interesting and valuable. We have made several purchases of machinery thru your advertisements, all of which have proved satisfactory.—C. C. Saffer & Bro., Leesburg, Va.



Everybody Else is Getting Busy. Why Not the Grain Dealer?

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Increase in Carload Minimums.

Grain Dealers Journal: In regard to the proposed increased minimum weights for grain I believe the grain men should urge that grain may be loaded in bulk in less than carload lots, with an increased charge per 100 lbs. over the full load. For instance, the shipper might place a bulkhead in the car, loading one end, with a minimum of perhaps 30,000 to 35,000 lbs., the exact weight to be agreed upon between the shipper and the railroad company. Thus the railroad would be able to load other freight into the same car.

It is only a question of time, considering the increasing size and capacity of the freight cars, when the railroads will have to build their cars with compartments like the foreign passenger cars. Why not now build some cars with two compartments?—Ohio Shipper.

Against Greater Carload Minimums.

Grain Dealers Journal: Referring to your article in Journal of Nov. 25th, on "Proposed Increase in Minimum Carloads."

We desire to go on record as opposing greater minimums. While not so stated, we suppose it has reference to interstate business, but if permitted on that kind, the Intrastate business would soon be similarly afflicted as carriers are quick to use Interstate rates and minimums as arguments with the State Commissioners.

We cannot see benefits to any but the carriers, the comparatively few receivers in the large markets and those who ship mixed cars of grain, grain products, seeds, etc., while on the other hand the multitude of smaller shippers and dealers would be badly handicapped if not put out of business.

There are some queer things about this railroad business. Most lines in the Southeast will haul L.C.L. shipments at same rates as the C.L. The railroads are permitted and do voluntarily a large amount of business that must be unprofitable. For instance the corn rate from Memphis, Tenn., to Mobile, Ala., is only 6c, while to nearer points, the rates are several times as much. Why not let the Mobile business alone and use their energy and equipment on traffic that brings revenue?

All export rates are lower than others and thousands of cars stand idle at the ports without demurrage while other business suffers from car shortages and pays all sorts of penalties. Texas lines will haul cars of grain several hundred miles across our State for the four cents differential on Interstate business and complain that 12½c to 15c is not profitable on the Intrastate shipments.

Business requirements are about the

same as when we had much smaller minimums than are now permitted, so far as production, initial handling and consumption are concerned. The tendency seems to be toward big things at the expense of the little man or concern which should have a chance to live and thrive. If more revenue is necessary, we would prefer increasing rates and even lowering the minimums.—Yours truly, Hughes & McCoy, By J. A. Hughes, Mgr., Howe, Tex.

John B. Swearingen.

John B. Swearingen, manager of the United Grain Co., Omaha, Neb., was elected to the presidency of the Omaha Grain Exchange on Nov. 16. In his election the Board of Directors paid a tribute to the valuable service he has rendered the Exchange as vice-president, member of the Board of Directors and chairman of various committees.

Mr. Swearingen has contributed generously toward the development of Omaha as a grain market, and years ago was one of the first to realize the need of an Exchange. He will now be at the head of the institution when it enters its new building within the next few months.

The morning after Mr. Swearingen's election a large bouquet of chrysanthemums was placed on his table as a gift "from the bunch," demonstrating his popularity with his associates. In a short speech on the Exchange floor he thanked the members for their confidence in him, and promised to discharge his duties honestly and impartially. A recent photograph of Mr. Swearingen is reproduced herewith.



J. B. Swearingen, Omaha.
Pres. Elect., Omaha Grain Exchange.

Carload Minimums Agreed Upon for Grain.

At a conference held in Chicago, Nov. 20, representatives of the terminal markets and grain dealers' ass'ns agreed to the following carload minimums on grain, as acceptable to the dealers generally:

Wheat, 64,500 lbs.; corn, 61,600 lbs.; rye, 61,600 lbs.; barley, 60,000 lbs.; oats, 51,200 lbs.; barley and oats mixture, with 25% or less of barley, 51,200 lbs.; barley and oats mixture, with more than 25% of barley, 60,000 lbs.; ear corn, 49,000 lbs., and grain screenings, consisting of one or more kinds of grain, 51,200 lbs.

It is confidently believed by H. L. Goemann that these minimums, which have been modified somewhat since being submitted to several of the state ass'ns, will be acceptable also to the railroads. They are to be applied on export grain as well as the domestic.

In no case will the minimum weight on grain and grain screenings be greater than the marked capacity of the car.

When a car of grain or screenings is loaded at loading point to within three feet of the roof at the side walls of the car, the actual weight will apply, and when a notation is placed on the B/L by the shipper that the car is loaded to within three feet of the car roof the actual weight will apply.

Chas. D. Rippin of St. Louis objected to the rule on loading to within 3 ft. of the side walls.

The conference was held at the Chicago Board of Trade, and was presided over by H. L. Goemann, Mansfield, O., chairman of the transportation committee, Grain Dealers National Ass'n. G. A. Schroeder, manager of the freight bureau, Milwaukee Chamber of Commerce, acted as sec'y.

Mr. Goemann said this meeting was the outcome of the conference held between shippers and representatives of the carriers last October. It was agreed at that meeting that no change would be made in the minimums then in effect until the grain trade could hold a meeting to agree upon increased weights. The new minimums, if acceptable by the railroads, will apply on grain shipped in Central Freight Ass'n Territory only, and will become effective July 1, 1916.

The question of split carloads or a minimum for sacked grain was not considered, but the proposed minimums, as outlined, have been submitted to the railroads by Mr. Goemann with the request that they be adopted. Should they refuse to do this it will be necessary to call another meeting with the carriers, and anticipating such a step Mr. Goemann has been empowered to act at that meeting as the mouthpiece of the grain trade.

Those in attendance at the Chicago meeting were:

H. L. Goemann, rep'tg Grain Dealers National Ass'n, Ohio Grain Dealers Ass'n, and Louisville Board of Trade.

George A. Schroeder, mgr. freight bureau Milwaukee Chamber of Commerce.

J. S. Brown, mgr. transportation dept. Chicago Board of Trade.

H. E. Kinney, rep'tg the Indianapolis Board of Trade.

H. H. Deam, pres. Indiana Grain Dealers Ass'n.

Chas. J. Austin, traffic mgr. New York Produce Exchange.

Chas. Rippin, traffic commissioner St. Louis Merchants Exchange.

Chas. F. Macdonald, sec'y Duluth Board of Trade.

C. A. Magnuson, rep'tg the Minneapolis Chamber of Commerce.

Victor Dewein, pres. Illinois Grain Dealers Ass'n.

E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n.

J. C. Aydelott, Pekin, Ill.; V. C. Elmore, Ashland, Ill.; H. A. Rumsey, Chicago, traffic com'te Illinois Grain Dealers Ass'n.

Corn Diet One Cause of Pellagra.

That a restricted cereal diet will cause the disease known as pellagra has been conclusively proved by a recent experiment in Mississippi.

In a camp in the center of a farm of 3,200 acres 8 miles east of Jackson, Miss., controlled by the State Penitentiary, were quartered 80 male white convicts, of whom 12, accepting an offer of a pardon by Gov. Brewer, and the assurance of proper care and treatment should they become diseased, volunteered to submit themselves to the experiment. One of the 12 developed another disease and had to be released, leaving 11 in the squad. From Feb. 4, 1915, until October the squad was strictly segregated and kept under guard day and night.

Until Apr. 19 the squad was given the same food as other prisoners, and developed no cases of pellagra. Thereafter they were fed no meats or vegetable fats. A typical day's menu was: Breakfast, biscuits, mush, grits, gravy, sirup, coffee, sugar. Dinner, corn bread, collards, sweet potatoes, rice sirup. Supper, biscuits, mush, grits, gravy, sirup, coffee, sugar. The 11 men in one week ate 24.56 lbs. corn bread, 27.06 lbs. grits, 41.81 lbs. biscuits, 24.25 lbs. rice, 33.87 lbs. fried mush, with vegetables making up an average of 3.32 lbs. per day per man.

The corn meal and grits were the best quality obtainable at the local market, and the same as used at an orphanage where no pellagra occurred this year. Aside from the food the conditions of labor and care were the same as with the other convicts.

Of the 11 volunteers not less than 6 developed the skin disease recognized as pellagra. The nervous and gastrointestinal symptoms were also distinctly indicative of pellagra. The disease was first noted between Sept. 12 and Sept. 24, or five months after the beginning of the restricted diet, and in all cases the skin lesions were first recognized on the scrotum. Not one of the other 80 convicts showed even a suspicion of pellagra. There is no history of any previous occurrence of pellagra on this farm.

The conclusion drawn by Surgeon Joseph Goldberger and Assistant Surgeon G. A. Wheeler, of the United States Public Health Service, is that "Pellagra has been caused in at least 6 out of 11 volunteers as the result of the restricted diet upon which they subsisted."

The fact that 5 months' time was required for pellagra to develop should be soothing to those who are compelled for a time to live mainly on corn. The direct connection, however, between the corn diet and pellagra has not been discovered; and when detected it may result in an addition to the milling process that will render corn pellagra-proof.

BLUE PEAS are scarce this year in the United Kingdom and inquiries are being made for the names of firms in a position to export to England. That country's annual imports of peas are valued at \$5,000,000.

Argentine Republic to Own Elevators.

In rejecting the recent offer of an American syndicate to build and operate 150 country elevators and three terminal plants thruout the Argentine Republic, that Government made the announcement that it will handle the proposition alone. The plans of the American group, headed by a Chicago grain man, included the operation of these plants for a period of 20 years, during which time the Argentine Government was to guarantee interest on a bond issue of \$6,000,000, floated to get the project started. This interest the Government now believes, would of itself have been sufficient to build all of the country plants mentioned. Tho the whole system of elevators were to revert to the ownership of the Government after 20 years it was not believed locally that the idea was worth further consideration.

Within the last thirty days the Argentine Congress has passed an appropriation of \$50,000,000, equivalent to \$21,000,000 of American money, for the construction of 600 country elevators and three terminal houses, and the Minister of Agriculture has been authorized to ask for bids on construction from United States builders. It is required that the company obtaining the contract be strong financially, and willing to accept bonds of the Government instead of currency in payment.

R. C. Liebrecht, consul at Chicago for Uruguay, and interested in the development of the grain trade in the Argentine, makes the statement that while the Government will build these elevators at an early date with its own capital, it will not operate the plants. Instead it is intended to give that part of the work to large grain firms of the United States, which have experience in running lines of elevators.

Prices for storing and handling grain even after the grain firm takes hold, will be fixed by the Government, the profits from all elevators to be divided evenly between the operating company and the Government at regular periods. Figures submitted in the Argentine Congress indicate that the Government's share of these profits will be more than sufficient to meet the interest charges on the \$50,000,000 bond issue.

Preliminary negotiations have already been opened with one Chicago grain company which wishes to obtain the operating rights. That firm has agreed to cash as much as \$20,000,000 of warehouse certificates for Argentine grain owners, a thing unheard of in the Argentine Republic today. This advance to the small owner of grain would enable him to store his grain in one of the government owned elevators in anticipation of higher prices, meanwhile living on the money advanced by the operators.

These plans have been approved by the Argentine grain growers and dealers with the exception of the four firms which now enjoy a monopoly of that business. But the opposition of those companies is not expected to hinder enforcement of the plans outlined, as Congress has already approved the whole idea, appropriating the funds necessary to start the project at once.

YIELD of wheat in France is officially placed at 283,000,000 bus., compared with 312,000,000 bus. in 1914. Yield of oats is reported as 335,000,000 bus., compared with 350,000,000 bus. last year.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

O. W. R. R. & N. 13409 was standing in U. P. yards at Abilene, Kan., Dec. 4, leaking grain at doorposts on both sides. Had on one side Tescott, Kan. seal No. 41229 and on the other side, Tescott, Kan. broken seal No. 41228 and resealed by Kansas Inspector's seal No. 122.—S.

U. P. 17423 was standing in U. P. yards at Abilene, Kan., Dec. 4, leaking all around bottom on sides; had been stuffed with burlap in corners. Car was sealed on one side with U. P. seal No. 72998, and on the other side with broken seal U. P. 72997, and resealed with Kansas Inspector's seal No. 121. The car on Nov. 20, 1915, was known as O. S. L. 9431 and was inspected on that date as being in condition for grain loading. It has since been renumbered and received U. P. designation. The old initials and numbers were plainly discernible under a new coat of paint.—S.

C. B. & Q. 93309 was set out at Fairmont, Neb., Dec. 2, leaking wheat; had broken side post.—T. M. Wright.

N. P. 27511 passed thru Bordulac, N. D., Dec. 1, leaning badly to one side on wheels and sills split underneath; did not learn what kind of grain car contained.—E. A. Roach.

C. M. & St. P. 54350 was set out on house track at Charter Oak, Ia., Nov. 28. Drawbar pulled out and had leaked considerable oats.—J. J. Hansen, mgr. Farmers Grain Co.

Frisco 30116 passed thru Weatherford, Okla., Nov. 27, leaking wheat badly at brake end.—A. D. Nikkel, White Lumber Co.

Frisco 32593 moving north on Frisco local was leaking corn Nov. 20 at Miami, Okla.—Miami Flour & Feed Co.

L. S. & M. S. 64339, loaded with wheat, was derailed Nov. 20 at Hinsdale, Mass. Car was leaking at end thru matched siding.—Carl A. Pierce.

M. C. A-47066 was set out at Terry, Mont., Nov. 10, leaking wheat badly at side where sill was split. Transferred to S. P. 88408.—Fred P. Kinyon, agt. Wm. O'Loughlin Elvtr.

N. H. 70738 passed thru Ambia, Ind., Nov. 17, on train No. 64, leaking yellow corn at end.—Ambia Grain Co.

N. Y. N. H. & H. 91943 was set out at Utica, S. D., Nov. 13, leaking oats at the rate of 600 bus. per hour. The station agt. and myself stuffed hay and nailed boards to stop the leak. Oats will have to be transferred to another car.—Ed Koenig, Koenig Elvtr. Co.

Coming Conventions.

Dec. 15-17.—Nebraska Farmers Co-operative Grain & Live Stock Ass'n at Omaha, Neb.

Jan. 20-21.—Council of Grain Exchanges at Chicago, Ill.

Jan. 26-27.—Missouri Grain Dealers Ass'n at St. Louis.

Feb. 9-11.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Feb. 15-17.—Iowa Farmers Grain Dealers Ass'n at Des Moines, Ia.

May 9-10.—Illinois Grain Dealers Ass'n at Decatur, Ill.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

COLORADO.

Denver, Colo., Nov. 24.—Movement of all kinds of grain heavy at present.—Farmers Grain Co.

ILLINOIS.

Graymont, Ill., Dec. 1.—Some new corn moving.—G.

Rooks Creek, Ill., Dec. 1.—Free movement of corn.—G.

Wenona, Ill., Dec. 1.—Very little corn being hauled to elevators.—G.

Cabery, Ill., Nov. 26.—New corn moving at this point and Kempton.—G.

Held, Ill., Dec. 1.—Farmers holding large per cent oats; very little corn shelling.—G.

Lincoln, Ill., Dec. 4.—Not much grain moving in this vicinity.—L. C. Ohmes, Lincoln Granaries Co.

Manito, Ill., Nov. 29.—First lot new shelled corn arrived Nov. 13.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Dudley, Ill., Dec. 7.—Corn moving freely; good part of this has been forwarded; farmers holding great deal of crop.—Dexter Baber.

Ellsworth, Ill., Nov. 24.—Corn moving slowly; farmers disposed to hold; hauling merely the surplus; more oats back in country than ever before.—G.

Stanford, Ill., Nov. 29.—Corn moving slowly; farmers shelling only that for which they have no crib room; grading No. 4 and sample; farmers holding large per cent of oats.—G.

Varna, Ill., Dec. 1.—Farmers shelling only that corn for which they have no crib room; elevators men urging them to hold until middle of January; farmers holding large per cent of oats.—G.

INDIANA.

Foresman, Ind., Dec. 7.—Not much corn marketed so far.—Chas. Russell, mgr. Lyons, Rich & Light.

IOWA.

McIntire, Ia., Nov. 29.—Oats moving slowly; shipping in lots of corn to retail; expect to handle half amount of grain we did last year.—A. Blanchard, agt. Cargill Grain Co.

Anthorn, Ia., Dec. 1.—Tip top receipts of grain; all we could handle for several months; many farmers are counting on holding back bulk of corn for late winter and early spring prices.—D. W. McKenzie, agt. Quaker Oats Co.

KANSAS.

Ellis, Kan., Dec. 1.—Wheat movement light at present.—Ross & Waldo.

Willis, Kan., Dec. 1.—Look for light movement of wheat.—J. J. Comer.

Corn Movement for the Crop Year.

Receipts and shipments of corn at the leading markets during the crop year ended Dec. 1, 1915, compared with the 12 months ended Dec. 1, 1914, as officially reported by the secretaries of the various exchanges, were in bushels, as follows

	Receipts—		Shipments—	
	1915.	1914.	1915.	1914.
Chicago	106,633,000	84,866,000	71,915,000	52,359,000
Baltimore	53,894,000	7,713,000	51,254,000	2,164,000
Milwaukee	17,338,450	18,182,540	16,124,882	12,421,593
Peoria	17,154,877	13,205,078	6,485,578	6,307,055
Minneapolis	13,149,000	12,057,000	10,976,000	10,192,000
Toledo	8,046,000	8,288,000	4,400,000	4,097,000
Cincinnati	7,291,388	8,641,629	5,300,813	5,234,312
Louisville	4,296,745	8,550,180	2,553,294	5,791,510
S. F. (tons)	14,112	13,327		

Pretty Prairie, Kan., Dec. 1.—About 50% wheat in farmers hands.—Collingwood & Krehbiel.

New Salem, Kan., Nov. 25.—Fair movement of all grain.—F. C. Coffey, Coffey Bros. Grain Co.

Frankfort, Kan., Dec. 1.—Corn moving very freely; holding wheat for better prices.—Geo. Gano.

Damar, Kan., Dec. 1.—No wheat moving; will ship very little.—T. E. Arpin, mgr. Damar Elvtr. Co.

Ogallah, Kan., Nov. 30.—Movement very light; farmers holding for \$1.—I. N. Nixon, mgr. Ogallah Elvtr. Co.

Studley, Kan., Dec. 1.—Fair movement of wheat at present; farmers inclined to hold for higher prices.—F. D. Walters.

Glasco, Kan., Dec. 1.—Wheat movement has been good, but think it will be lighter from now on.—J. E. Rogers, mgr. Glasco Grain Co.

Concordia, Kan., Dec. 1.—Wheat moving slowly; farmers generally want more money.—J. W. Taylor, mgr. Farmers Mill & Elvtr. Co.

Penokee, Kan., Dec. 4.—Estimate that 500 cars of corn will be shipped from this point within the next 12 months.—Peterson Grain Co.

Halford, Kan., Nov. 30.—Think wheat movement will be slow and distributed thru year unless it makes a large advance.—R. H. Howard.

Greenleaf, Kan., Dec. 1.—No wheat movement; farmers gathering corn; look for higher wheat prices.—J. Heinen, mgr. Greenleaf Elvtr. Co.

Lancaster, Kan., Dec. 2.—No corn or wheat movement so far at this station; farmer holding wheat almost to a man.—L. J. Woodhouse & Co.

Muscotah, Kan., Dec. 1.—Wheat movement slow at present; corn coming in rather freely.—R. E. Speer, mgr. Farmers Grain Elvtr. & Supply Co.

Wilson, Kan., Dec. 2.—Wheat movement only moderate and expect it to continue so as long as weather permits.—B. F. Snider, mgr. Weber & Co.

Langdon, Kan., Dec. 1.—This is first time we have taken in corn and wheat at the same time in this part of Kansas.—Jas. Lyons, mgr. Farmers Elvtr. Co.

Wilson, Kan., Dec. 1.—Reports from my elevators show very favorable weather for wheat, but farmers are inclined to hold for \$1.—John Weber, San Diego, Cal.

Clifton, Kan., Dec. 2.—Wheat has been moving freely but letting up some now as farmers are starting to gather corn.—C. D. Marshall, mgr. Murdock Grain Co.

Summerfield, Kan., Dec. 1.—Corn movement general here at present; not much wheat being sold; farmers all bullish and looking for higher prices.—J. M. Kendall.

Brookville, Kan., Dec. 1.—Movement of wheat backward; little threshing being done; farmers slow to let loose; corn gathering in full swing.—W. F. Hinerman.

Sabetha, Kan., Dec. 1.—Wheat movement practically over now as threshing is all finished; most put in bins in good shape; will be held for \$1.—C. L. Parker, sec'y Derby Grain Co.

Blue Rapids, Kan., Dec. 2.—Very little wheat moving here; receiving some corn but not inclined to sell it as we look for high corn prices.—J. N. Wanamaker, treas. Blue Rapids Mill & Elvtr. Co.

Linn, Kan., Dec. 1.—Good run of wheat but not much corn moving; look for fair movement of both during December if prices remain at same level.—F. J. Slip-sager, mgr. Farmers Elvtr. Co.

Hays City, Kan., Dec. 1.—Not much wheat being sold here now; farmers will not sell until holidays or until they get \$1; about 25% wheat has been marketed.—G. W. Stimmits, mgr. Farmers Co-operative Ass'n.

La Cygne, Kan., Nov. 29.—Corn selling at 46 to 50c; no wheat moving.—W. J. Dyer.

Russell, Kan., Nov. 30.—Wheat movement rather slow so far; is picking up a little just now; with good weather expect to see steady moderate movement until the holidays.—E. V. Carter, mgr. Russell Lumber Co.

Lindsborg, Kan., Dec. 2.—Consider the wheat movement around here exceptionally free and expect it to continue until the holidays; expect our supply of wheat from now on will be ample to meet our demands.—S. H. Moore, Lindsborg Mill & Elvtr. Co.

Ellis, Kan., Dec. 1.—No movement of wheat; last year up to this time we handled 450,000 bus.; this year have handled 67,000 bus.; the impression that farmers are holding lots of wheat erroneous as they have not the wheat to hold.—Thos. Hayes, mgr. Golden Belt Elvtr. Co.

MARYLAND.

Baltimore, Md., Nov. 12.—First car new western corn arrived from Ohio today; consigned to the Baltimore Grain Co.; graded "steamer white"; condition fair.—P.

MICHIGAN.

Lansing, Mich., Dec. 7.—Total number bus. of wheat marketed during November at 70 flour mills, 84 elevators and to grain dealers is 307,215 bus. Total number of bus. of wheat marketed in the 4 months August-November is 3,750,000 bus. Thirty-eight mills, elevators and grain dealers report no wheat marketed during November.—Coleman C. Vaughan, Sec'y of State.

MINNESOTA.

Dalton, Minn., Dec. 1.—About 25% wheat moved.—J. N. Jordahl.

St. Joseph, Minn., Nov. 27.—No grain movement.—J. R. Schroeder, Schroeder Mfg. Co.

Albany, Minn., Nov. 27.—About 50% wheat moved; average dockage 1¼ lbs.—W. M. Schindler.

Tracy, Minn., Nov. 26.—Do not think will have any corn to ship out this year.—Ira Buzzell, mgr. Farmers Elvtr. Co.

Minneapolis, Minn., Dec. 6.—This city broke every record today in the volume of grain business handled in the cash market at the Chamber of Commerce, representing \$3,672,000. The over Sunday movement of grain into local terminals brot in 2,925 cars, of which 1,948 contained wheat. Monday, Oct. 18, was the next greatest day with 2,624 cars, or 3,470,000 bus., valued at \$2,892,000; compared with 2,925 cars, or 3,934,000 bus., valued at \$3,672,000 for today. The day's receipts compared with the Monday corresponding last year are: 2,925 cars, consisting of 1,948 cars wheat, 25 cars corn, 251 cars oats, 93 cars rye, 512 cars barley and 96 cars flax; compared with 1,215 cars, consisting of 793 cars wheat, 25 cars corn, 109 cars oats, 55 cars rye, 179 cars barley and 54 cars flax.—J. M.

Corn Movement in November

Receipts and shipments of corn at the various markets during November, 1915, compared with November, 1914, were in bushels, as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago	7,627,000	12,458,000	3,403,000	6,001,000
Peoria	2,783,100	1,152,000	1,224,700	872,999
Indianapolis	1,748,000	1,856,000	524,000	228,000
Kansas City	1,676,250	698,750	535,000	275,000
St. Louis	1,147,930	1,036,845	310,460	539,370
Omaha	849,600	1,165,200	587,400	777,700
Milwaukee	761,175	2,835,150	446,777	1,307,093
Cincinnati	468,167	532,904	107,230	236,214
Baltimore	340,396	953,147	86,041	657,170
Detroit	314,000	391,000	148,000	200,000
Minneapolis	313,570	1,904,880	208,410	1,221,490
Toledo	272,400	493,000	18,200	248,800
Louisville	267,260	267,925	48,535	143,935
Wichita	219,600	85,200	200,000	46,700
New York	170,000			
San Francisco			43,622	
(tons)	1,505	939		
New Orleans			497,574	117,856
Galveston			197,142	

Evansville, Minn., Dec. 1.—About 10% wheat moved.—J. H. Harris.

Rothsay, Minn., Dec. 1.—About 25% wheat has been moved.—G. E. Paulson, Farmers Elvtr. Co.

Evansville, Minn., Dec. 1.—About 15% wheat has been moved; holding for higher prices.—C. H. Larson, agt. National Elvtr. Co.

MONTANA.

Dixon, Mont., Nov. 26.—Grain coming to this point freely.—F. B. Chapman.

NEBRASKA.

Wyoming, Neb., Dec. 2.—Corn moving freely here, but oats and wheat business is at standstill.—D. C. West.

Eagle, Neb., Dec. 2.—Business quiet at present; about 75% wheat back in farmers hands.—Geo. Trunkenboltz.

Union, Neb., Dec. 2.—No grain moving now; has not been any for 2 weeks; farmers busy gathering corn.—T. H. McCarthy, of McCarthy & Sturm.

Hastings, Neb., Dec. 2.—New corn not moving very freely in Nebraska so far; do not think it will move very fast until after first of year.—E. S. Koehler, sec'y-treas. Koehler-Twidale Elvtr. Co.

NORTH DAKOTA.

Ardock, N. D., Nov. 25.—About 40% grain still in farmers hands.—Louis P. Branca, traveling representative Ely, Salyards & Co.

OHIO.

Bluffton, O., Nov. 27.—Farmers husking corn, but not selling at present price.—Stearns & Hochstetler.

Ohio, Dec. 1.—Wheat of 1915 crop sold as soon as threshed is 41% compared with 43% last year.—State Board of Agriculture.

TEXAS.

Abilene, Tex., Nov. 26.—Wheat 90% sold.—Gus Roberts.

WASHINGTON.

Seattle, Wash., Dec. 3.—There has been a considerable movement of Washington wheat to Minneapolis and St. Louis in the last week for the account of eastern and southern millers. The bid price in the country has been ranging around 84c and considerable has been sold. The total wheat shipments from Seattle up to Nov. 10 were 2,847,565 bus. as compared with 3,593,634 last year. From the beginning of the present grain year July 1, to the middle of November, the elvtr. of M. H. Houser at West Seattle shipped 1,921,061 bus. of wheat and barley as compared with 631,644 bus. during the same period of the previous grain year. The Seattle export figures on barley jumped from 108,618 bus. last year to 538,296 bus. this year in the same period, while Portland's figures advanced from 454,993 bus. last year to 468,817 this year.—D.

Exports of Grain Weekly.

	Wheat.	Oats.		
	1915.	1914.	1915.	1914.
July 4, '15 to July 3, '15	314,473,000	192,348,000	101,585,000	17,702,000
July 10	1,890,000	5,758,000	2,410,000	672,000
July 17	2,049,000	5,087,000	2,829,000	474,000
July 24	1,548,000	7,711,000	2,680,000	277,000
July 31	3,809,000	8,196,000	1,846,000	345,000
Aug. 7	1,971,000	4,347,000	1,882,000	884,000
Aug. 14	3,841,000	3,425,000	697,000	280,000
Aug. 21	3,100,000	9,286,000	397,000	612,000
Aug. 28	4,302,000	8,848,000	290,000	323,000
Sept. 4	5,317,000	9,019,000	1,700,000	707,000
Sept. 11	4,788,000	7,440,000	165,000	149,000
Sept. 18	5,464,000	5,230,000	1,880,000	2,660,000
Sept. 25	5,793,000	6,483,000	1,692,000	2,570,000
Oct. 2	7,467,000	8,304,000	1,853,000	4,078,000
Oct. 9	10,030,000	6,368,000	726,000	1,611,000
Oct. 16	8,764,000	4,291,000	2,827,000	1,936,000
Oct. 23	8,985,000	4,917,000	1,056,000	2,167,000
Oct. 30	9,744,000	5,691,000	1,814,000	1,845,000
Nov. 6	8,963,000	5,865,000	1,605,000	1,728,000
Nov. 13	10,496,000	7,585,000	1,033,000	1,688,000
Nov. 20	7,614,000	5,767,000	1,688,000	2,219,000
Nov. 27	8,782,000	5,874,000	2,226,000	1,819,000
Dec. 4	9,411,000	9,381,000	2,264,000	1,428,000
Total	134,128,000	144,669,000	42,060,000	30,099,000

Exports of Grain Heavy.

BRITISH STEAMER Quebra has cleared at Boston, Mass., with a cargo of grain and general merchandise for Liverpool, England.

STEAMER DUART of Barry, England, and the Oakfield of Rotterdam, are bound for Portland, Me., where they will load grain for export to England.

THE PLANTADE LINE has been organized to operate vessels between New York and Bordeaux. Steamers Lennox, Stefania and Bygdonaes will be operated.

OCEAN FREIGHT RATES on wheat established a new high record on Nov. 23, when the steamer Atlantic was chartered for the west coast of Italy at 54c per bushel.

STEAMER ROLLESBY has arrived at Portland, Me., where it will take a cargo of grain to Leith. The steamer Virginia has cleared for Avonmouth; also with a full cargo of grain.

FIFTEEN STEAMERS have been booked for prompt loading of grain at Philadelphia, destinations being Rotterdam, Glasgow, Italy, the United Kingdom, the Continent and Mediterranean ports.

THE NORWEGIAN bark Bell has cleared at Portland, Ore., with 215,050 bushels of wheat for Queenstown or Falmouth, this being reported as the largest cargo ever carried abroad by a sailing craft.

SHIPPING of grain by the Erie Canal from Buffalo to New York has closed for the season, nearly 600,000 bus. being transported during the last week of November. This is 50 per cent more than was shipped during the last week of the season for 1914.

SWEDISH STEAMER Fridland has cleared at Philadelphia, Pa., with 267,000 bus. of wheat for Cete, France; Norwegian steamer Skrymer has cleared with 83,458 bus. of rye for Christiania and the British steamship Inveran, bound for Rio Janeiro carries 220,000 bus. of wheat.

GRAIN EXPORTS from Portland, Me., during the last week of November included the steamer Quarrydene, 72,000 bus. wheat and 118,350 bus. barley for Avonmouth, England; the Barby, with 118,000 bus. wheat for Eleith, Scotland, and the Runswick, with 306,117 bus. oats for London.

THREE BRITISH sailing vessels have been chartered at Portland, Me., to load grain for West Britain ports during December and January. These are the first sailing vessels to carry grain out of Portland in the last 35 years, and they are pressed into service only thru the scarcity of more modern craft.

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, 1915, compared with November, 1914, were in bushels, as follows:

	Receipts.	Shipments.		
	1915.	1914.	1915.	1914.
Winnipeg	52,105,200	13,923,050		
Duluth	26,555,675	15,876,203	23,655,462	15,606,434
M'n'polis	24,491,710	12,041,630	9,734,350	3,368,650
New Y'k	18,726,300		13,618,271	
Kan. C'y	10,981,900	10,777,050	4,742,550	8,633,250
Chicago	6,616,000	14,102,000	2,158,000	9,645,000
St. Louis	5,802,285	4,255,107	3,958,700	3,249,940
Baltimore	5,098,497	1,045,800	5,620,178	1,757,635
Omaha	3,097,200	2,408,400	2,005,200	2,080,800
Wichita	2,751,600	2,355,600	1,376,800	1,686,600
Toledo	1,717,000	636,000	853,800	
Milwaukee	1,348,000	1,495,000	632,928	1,198,111
Cincinnati	1,070,307	246,847	784,817	181,741
Louisville	840,715	434,080	8,865	
Peoria	578,800	130,000	823,000	93,000
Detroit	338,000	253,000	175,000	224,000
Ind'n'polis	292,000	115,000	133,000	108,000
S. F. (tons)	21,298	10,015		
N. Orleans			1,280,516	3,151,844
Galveston			866,271	5,093,393

BRITISH STEAMER Margam Abbey has been chartered at Portland, Ore., for clearance next spring with a cargo of grain. The new rate is 30s higher than it was paid for carrying its last cargo, that rate being 97s.

BRITISH STEAMER Reliance has cleared at Boston for Swansea, Wales, with 155,000 bus. of barley and 65,000 bus. of wheat. This is the first of a specially chartered fleet of steamers which will carry grain from that port to Europe.

THE FRENCH BARK Rene has cleared at Portland, Ore., with a cargo of 18,853 bus. of wheat and 124,317 bus. of barley for the United Kingdom. Other vessels taking grain to the same destination are the Andre Theodore with 18,000 bus. wheat and 128,000 bus. barley and the Norwegian bark Hiawatha with 92,000 bus. wheat.

RECENT GRAIN EXPORTS from Boston to Great Britain included full cargoes of wheat and barley in the Moorby, Eversly, Clodmoor, Reliance and Burnby. The Styliana, Bebis, Westonby, Maria, Stathatos, and Killimeris have been chartered to load full cargoes of grain for Italian ports and the Kanaris will take a large cargo to Greece.

Rye Movement in November.

Receipts and shipments of rye at the various markets during November, 1915, compared with November, 1914, were in bushels, as follows:

	Receipts.	Shipments.		
	1915.	1914.	1915.	1914.
Baltimore	1,560,418	1,520,147	801,178	1,293,806
Minneapolis	1,433,880	805,790	1,100,570	448,110
Chicago	981,000	354,000	659,000	249,000
Duluth	963,934	1,265,250	851,750	1,327,870
Milwaukee	866,860	610,630	779,401	431,770
Omaha	355,300	151,800	262,000	143,000
New York	146,000		201,553	
St. Louis	118,450	44,000	162,050	40,850
Detroit	92,000	83,000	43,000	40,000
Cincinnati	87,578	26,994	36,588	4,123
Kansas City	81,400	29,700	72,600	40,700
Peoria	59,800	20,400	57,250	14,200
Louisville	58,300	29,500	16,020	20,060
Indianapolis	28,000	1,000	7,000	1,000
Toledo	13,000	20,200	9,800	14,100
Wichita	.....	5,000	.....	5,000

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, 1915, compared with November, 1914, were in bushels, as follows:

	Receipts.	Shipments.		
	1915.	1914.	1915.	1914.
Minneapolis	5,556,570	3,652,930	5,346,500	3,308,500
Duluth	4,183,039	3,303,864	4,430,900	3,718,240
Chicago	3,815,000	3,187,000	929,000	1,042,000
Milwaukee	2,679,240	1,822,980	928,275	730,825
Winnipeg	1,903,600	657,450		
Baltimore	1,261,925	344,095	913,936	221,961
New York	856,350		505,504	
Kansas City	369,600	107,800	284,200	53,200
St. Louis	300,400	421,600	22,490	18,550
Peoria	294,600	252,800	101,525	154,105
Louisville	128,920	84,510	1,400	
Cincinnati	102,708	41,579	106	2,154
Omaha	75,600	163,800	14,000	15,000
S. Fran. (tons)	30,155	58,792		
Toledo	1,000	4,000		
Detroit	.....	15,000	.....	1,000

Oats Movement in November.

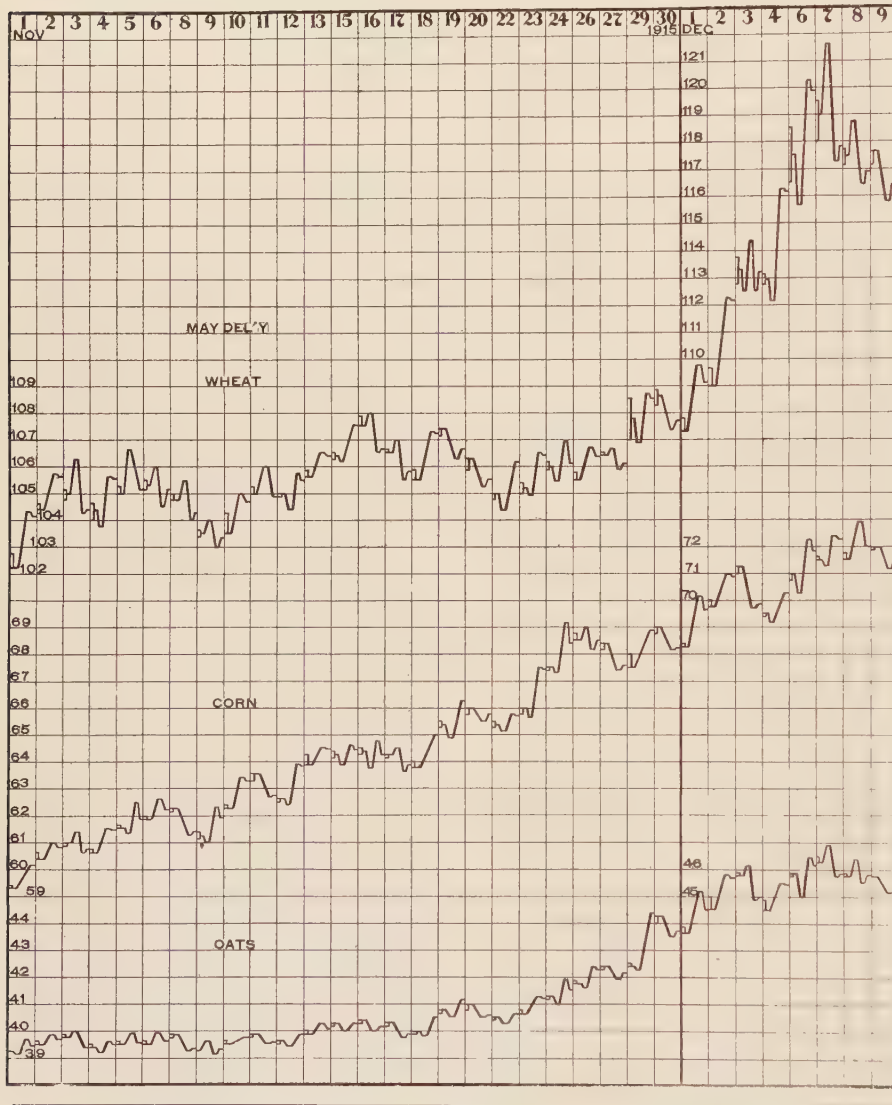
Receipts and shipments of oats at the various markets during November, 1915, compared with November, 1914, were in bushels, as follows:

	Receipts.	Shipments.		
	1915.	1914.	1915.	1914.
Chicago	16,337,000	11,844,000	12,850,000	11,988,000
Winnipeg	15,440,100	5,633,550		
M'n'polis	6,841,370	2,351,000	6,003,760	1,842,270
Milwaukee	3,855,100	2,069,100	4,391,527	2,912,789
New York	3,832,200		1,442,346	
Baltimore	2,667,523	6,343,130	3,011,848	4,838,732
St. Louis	1,830,900	2,017,900	1,385,410	1,536,130
Omaha	1,322,600	1,334,500	1,104,000	1,535,000
Cincinnati	1,055,071	366,377	946,221	171,626
Ind'n'polis	906,000	269,000	362,000	200,000
Peoria	783,800	672,300	1,259,150	762,525
Louisville	771,270	488,500	619,595	418,095
Duluth	739,272	1,966,902	1,063,200	1,593,585
Toledo	638,800	310,700	368,000	256,000
Detroit	553,000	261,000	211,000	72,000
Kan. City	525,300	748,000	161,500	492,000
Wichita	15,000	13,500	10,000	7,500
S. F. (tons)	2,396	2,477		
New Orleans	.....	.....	23,110	94,720

STOCKHOLDERS of the American Malt-
ing Co. will vote Dec. 13 on a reduction
of capital stock from \$30,000,000 to \$15,-
000,000, and the redemption of 384,000 of
the company's 6% bonds.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for the month of November and part of December, are given on the chart herewith:



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Nov. 26.	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Chicago	106 1/4	106	108 1/2	107 3/4	109	112 1/4	113 3/8	116 1/4	119 7/8	117 3/4	116 3/4	116 3/4
Minneapolis	102 3/4	102 1/4	104 1/2	104	105 3/8	108 3/8	109	112 1/4	116	113 5/8	112 1/4	111 5/8
*Duluth	98 3/4	98 1/2	100 1/4	100 1/4	101 3/4	105 5/8	106 3/4	109	113 3/4	111 5/8	110 1/4	109 3/8
St. Louis	105 1/4	105 1/4	107 1/2	106 1/2	107 7/8	110 3/4	111 1/4	114	117 3/4	116	115 1/4	114 3/8
Kansas City	100 3/4	100 1/2	102 3/4	101 7/8	103 1/4	105 1/2	106 1/4	109 1/4	112 3/4	110 5/8	109 3/4	109
Milwaukee	106 1/4	106	108 3/4	107 3/4	109	112 1/4	113 1/4	116	119 7/8	117 3/4	116 3/4	116 3/4
Toledo	117 1/2	117	118 3/4	118 1/4	119 1/4	121 1/2	123	126	129 3/4	128	126 1/2	126
**Baltimore	115	114	115	115	115 3/4	120	120	122	124 1/4	123 1/4	121	123 3/8
Winnipeg	*96 1/4	*97 3/4	.....	102 3/4	104 3/8	107 5/8	108 3/8	110 5/8	114 3/4	111 5/8	110 5/8	109 3/8

MAY CORN.

	Nov. 26.	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Chicago	68 1/2	67 1/2	68 3/8	68 3/8	69 5/8	70 7/8	69 7/8	70 1/4	71 1/4	72 1/4	72	71 3/8
Kansas City	64 3/4	63 3/4	64 3/4	64 1/2	66	67 3/4	66 3/4	66 3/4	68 1/2	68 5/8	68 1/2	67 5/8
St. Louis	66 1/4	65 1/2	66 1/2	66 1/2	67 3/4	68 3/4	67 3/4	68 1/4	69 3/4	70	70	69 3/4

*December delivery. **November delivery to Dec. 1, then December.

The "Green Bug" Appears Again.

The "green bug," otherwise known as the spring grain aphid, has made its appearance in Tennessee, Texas, Oklahoma, Kansas and New Mexico. Farmers are urged by the United States Department of Agriculture to watch their fields carefully for spots where the pest is abundant and the wheat plants change to a red or yellow color. Such spots or areas should be immediately plowed under and rolled, or, if straw is abundant, this should be spread over the spots and burned. The danger of a serious outbreak in the coming spring will depend upon weather conditions between this and April 1.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Held, Ill., Dec. 1.—Corn grading sample.—G.

Varna, Ill., Dec. 1.—Corn grading sample.—G.

Rooks Creek, Ill., Dec. 1.—Corn grading No. 4.—G.

Cabery, Ill., Nov. 26.—New corn grading No. 5.—G.

Stanford, Ill., Nov. 29.—Corn grading No. 4 and sample.—G.

Graymont, Ill., Dec. 1.—New corn grading No. 4 and sample.—G.

Dudley, Ill., Dec. 7.—Corn yield good; quality good.—Dexter Baber.

Wenona, Ill., Dec. 1.—New corn grading No. 4 and sample; some No. 3 corn.—G.

Foosland, Ill., Nov. 24.—Corn coming in in fine shape; white, yellow and mixed corn testing mostly No. 3.—Noble Bros.

Manito, Ill., Nov. 29.—Corn yielding 10 to 12 bus. less than anticipated; quality fairly good but light in weight; first lot new shelled corn graded No. 3.—A. R. Harbaugh, mgr. Smith-Hippen Co.

INDIANA.

Foresman, Ind., Dec. 7.—Corn in this vicinity not nearly as good as farmers expected; grade very poor.—Chas. Russell, mgr. Lyons, Rich & Light.

IOWA.

Anthon, Ia., Dec. 1.—Had splendid small grain crop; quality superb except for few days during early stack threshing; shock threshing was fine; more oats than usual; trifle less barley and spring wheat; corn will not be as good as usual owing to very cool and late cloudy summer but will have good yield with plenty of soft ears which will have to be sorted to command good prices.—D. W. McKenzie, agt. Quaker Oats Co.

KANSAS.

Hartford, Kan., Dec. 3.—Crops were poor.—G.

Willis, Kan., Dec. 1.—Corn good crop.—J. J. Comer.

Lancaster, Kan., Dec. 2.—Corn good; yield satisfactory.—L. J. Woodhouse & Co.

Winfield, Kan., Dec. 3.—Some corn yielding 100 bus. from large fields; quality fine.—G.

Studley, Kan., Dec. 1.—Bumper corn crop in this section; well matured.—F. D. Walters.

Damar, Kan., Dec. 1.—Wheat crop poor account hail.—T. E. Arpin, mgr. Damar Elevtr. Co.

Pretty Prairie, Kan., Dec. 1.—Wheat acreage about 90% of last year.—Collingwood & Krehbiel.

Muscotah, Kan., Dec. 1.—Corn fair quality.—R. E. Speer, mgr. Farmers Grain Elevtr. & Supply Co.

Ellis, Kan., Dec. 1.—Wheat crop far short of last year.—Thos. Hayes, mgr. Golden Belt Elevtr. Co.

Clifton, Kan., Dec. 2.—Corn good; acreage small; average 50 bus.—C. D. Marshall, mgr. Murdock Grain Co.

Kingman, Kan., Dec. 2.—Wheat acreage 90% of last year; looks fine; had a few reports of fly.—H. F. Braly.

Harper, Kan., Dec. 2.—Wheat acreage 75% of last year; much damage being done by fly.—J. R. Williamson & Co.

Du Quoin, Kan., Dec. 2.—Wheat acreage 90% of last year; looks fine.—J. W. Shepherd, agt. Kansas Flour Mills Co.

Langdon, Kan., Dec. 1.—Corn averaging 50 bus.; quality fine.—Jas. Lyons, mgr. Farmers Elvtr. Co.

Blue Rapids, Kan., Dec. 2.—Wheat poor quality.—J. N. Wanamaker, treas. Blue Rapids Mill & Elvtr. Co.

Elyria, Kan., Dec. 6.—Wheat very dirty this season; corn good crop; making from 30 to 70 bus.—Farmers Elvtr. Co.

Penokee, Kan., Dec. 4.—Corn good quality; considerable wheat this year but was damaged by rains.—S. O. Peterson, Peterson Grain Co.

Akron sta. (Winfield p. o.), Kan., Dec. 3.—Wheat acreage same as last year; more reports of fly than any other fall known.—J. D. Rogers, agt. Baden Mills Co.

New Salem, Kan., Nov. 25.—Corn making 30 to 35 bus.; quality good; kafir making 30 bus.; being delivered in good condition.—F. C. Coffey, Coffey Bros. Grain Co.

MICHIGAN.

Lansing, Mich., Dec. 7.—Wheat condition 85%, compared with 94% last year; rye condition 90%, compared with 95% last year.—Coleman C. Vaughan, Sec'y of State.

MINNESOTA.

Evansville, Minn., Dec. 1.—Crops good.—C. H. Larson, agt. National Elvtr. Co.

Rothsay, Minn., Dec. 1.—Most grain grading No. 1.—G. E. Paulson, Farmers Elvtr. Co.

Tracy, Minn., Nov. 26.—Have good crop small grain; corn poor.—Ira Buzzell, mgr. Farmers Elvtr. Co.

St. Joseph, Minn., Nov. 27.—Large crop; wheat not good; damp.—J. R. Schroeder, Schroeder Mlg. Co.

Evansville, Minn., Dec. 1.—Wheat color light; has cockle in it; poor milling wheat; marquis wheat good.—J. H. Harris.

Ashby, Minn., Dec. 1.—Wheat good; grading from No. 1 to No. 3; had marquis wheat that went 25 to 40 bus.; oats excellent quality.—C. E. Thorstenson, agt. Northwestern Elvtr. Co.

MISSOURI.

Missouri, Dec. 2.—The exceptional fine weather during October and the early part of November encouraged quite a number of farmers to seed a larger acreage of wheat than was expected earlier in the season. The wheat acreage will be about 15 per cent less than last year, but will about equal the average acreage of the state for the last 5 years. A few scattering complaints have been received in regard to the hessian fly being in some of the early sown wheat, but as a very large per cent was sown late, we do not expect extensive fly damage. The corn crop now being gathered; yield a little above expectation. The south half of the state has the largest corn crop in its history. In the north half, the grain on the rolling land is very good, making a yield from 30 to 70 bus. The frost damage in Missouri very light; not apparent with the exception of a few counties in the extreme north. Considering the state as a whole, Missouri has better than an average crop of corn.—J. A. Gunnell, sec'y Missouri Grain Dealers Ass'n, Mexico.

MONTANA.

Dixon, Mont., Nov. 26.—Recent snows and rains have prepared the ground for a good crop next year.—F. B. Chapman.

NEBRASKA.

Eagle, Neb., Dec. 2.—Corn good; making 25 to 50 bus.; quality fair.—Geo. Trunkentoltz.

Hastings, Neb., Dec. 2.—Corn late.—B. S. Koehler, sec'y-treas. Koehler-Twidale Elvtr. Co.

Bellwood, Neb., Dec. 3.—Corn husking nearly completed; quality fair.—John P. Delaney, mgr. Farmers Grain Co.

Axtell, Neb., Dec. 2.—Wheat averaged about 24 bus.; graded Nos. 3 and 4; mostly No. 4; corn about half gathered; quality fair; will be plenty of soft corn.—Harry Burden, agt. Central Granaries Co.

NORTH DAKOTA.

Ambrose, N. D., Dec. 4.—Wheat averages from 10 to 49 bus.; fine quality.—O. Ingmar Oleson, agt. Northland Elvtr. Co.

OHIO.

Bluffton, O., Nov. 27.—Growing wheat doing well.—Stearns & Hochstetler.

Ohio, Dec. 1.—Wheat condition, 86%; damaged by hessian fly, 3%; damaged by weather conditions, 8%; corn acreage for 1915 is 3,176,600 acres; average yield, 37 bus.; total estimated yield, 117,379,750 bus.; average date of cribbing Oct. 25; compared with wheat condition, 97%; damaged by hessian fly, 5%; corn acreage, 2,901,070 acres; average yield, 37 bus.; total estimated yield, 107,463,240 bus. and average date of cribbing Oct. 19 for last year.—State Board of Agriculture.

SOUTH DAKOTA.

Manchester, S. D., Nov. 26.—Corn very poor; none will be fit for market.—Chas. Brooks, agt. G. W. Van Dusen & Co.

New Underwood, S. D., Nov. 29.—Fall wheat acreage not very heavy; spring wheat acreage will be extensive.—J. H. Borin, mgr. Farmers Elvtr. Co.

TENNESSEE.

Nashville, Tenn., Dec. 8.—The recent report of State Commissioner of Agriculture H. K. Bryson shows an increased interest in the state in grain crops. Condition of wheat is given as 86%; acreage of winter oats sown is shown as 83% of normal. The recent corn crop averaged 27 bus. to the acre.—S.

TEXAS.

Abilene, Tex., Nov. 26.—Central western Texas has harvested and marketed best wheat and oats crops of its history; good wheat acreage sown; need rain for small grain.—Gus Roberts.

Dallas, Tex., Dec. 3.—Wheat and oats acreage quite large in this state this fall; crops look good but need rain; had less rain during November than for years; not as much rye, barley and other crops planted for grazing purposes as usual, due probably to the large feed crop produced in this state this year; last year everything was done to induce the farmer to diversify and they have planted a more diversified crop in this state this year than ever before.—Robert Nicholson.

Carrier Liable for Flood Damage.

The court of appeals has recently affirmed the decision of the court of common pleas of Miami County granting the Myers & Patty Co., of Pleasant Hill, O., judgment against the C. H. & D. Railroad Co. for \$551.94 damages on account of loss by wetting of a car of corn in the great flood of March, 1913, at Dayton, O.

On Mar. 19, 1913, the Myers & Patty Co., at a point near Covington, O., delivered to the C. H. & D. Railway a car load of corn for shipment to Rheems, Pa.

The car of corn reached Dayton, O., on the evening of day of shipment and was placed upon a siding and so remained until the forenoon of Mar. 25, 1913, when it was overtaken and damaged by the great flood.

The evidence was sufficient to justify the jury in finding that the C. H. & D. Co. furnished a defective car in which the corn was loaded, that this necessitated reloading, and that the car was held in Dayton for that purpose. The railway company claimed that it proceeded diligently to reload. The delay was thereupon the natural and proximate result of the furnishing of the defective car.

When suit was brot the railroad company interposed the defense that the corn was destroyed by act of God.

To this the plaintiff replied that the negligence of the railway company in furnishing a defective car necessitating delay in reloading at Dayton and that the negligence of the railway company caused or at least contributed to the injury to the corn.

The Court of Appeals held:

It was established if not conceded that but for the defective car the shipment would have left Dayton promptly and would have passed out of the flood zone in safety.

At the close of the evidence the railroad company moved for an instructed verdict upon the ground that the loss was due to the unprecedented flood. The trial court overruled the motion and permitted the case to go to the jury under instructions in substance that if plaintiff was negligent as specified in the reply and such negligence contributed to the loss or damage to the corn then the fact that the act of God may have also contributed to the loss was no defense.

It is clear that when the railroad company received the car load of corn consigned to Rheems it was bound to promptly make such shipment and delivery unless excused by the act of God, the public enemies, the conduct of the shipper, the inherent nature of the goods or as held in some cases from the act or mandate of public authority. Railway Co. vs. O'Donnell, 49 O. S. 490.

The law holds the carrier to a high degree of responsibility for the safe carriage and delivery of the goods shipped and the burden is upon him to aver and prove his defense, when he claims an exemption.

The great weight of authority is to the effect that the act of God in order to constitute a defense for the carrier must be the exclusive cause of the injury.

Under the evidence, therefore, the railway company was chargeable with delay so occasioned. Such negligence made the injury to the corn by the flood possible. The carrier is therefore liable. Judgment affirmed.

ARGENTINE freights have advanced to 75 cents per bushel.

OCEAN RATES on Argentine corn have advanced to 67½c per bushel, resulting in the booking of comparatively few shipments for January. The fact that vessels can make three trips to the United States in the time needed for one trip to Argentina or Australia is also having its effect, vessel owners preferring to keep their boats where they can make the quickest and most profitable trips.

The Grain Trade's Activity.

	1915.	1914.
WHEAT CROP, U. S., bus.....	1,002,029,000	891,017,000
Wheat receipts, primary markets, July 1 to Dec. 4, 1915, bus....	270,608,000	295,728,000
U. S. Wheat exports, July 1 to Dec. 4, 1915, bus.....	134,128,000	139,669,000
Argentine wheat exports, Jan. 1 to Dec. 4, 1915, bus.....	94,232,000	37,623,000
Wheat visible supply, Dec. 4, 1915, bus.....	48,797,000	72,374,000
Canadian visible wheat supply, Dec. 4, 1915, bus.....	21,988,000	13,542,000
FLOUR EXPORTS, July 1 to Dec. 4, 1915, bbls.....	6,096,000	6,375,000
OATS CROP, U. S., bus.....	1,517,478,000	1,141,060,000
Oats receipts, primary markets, July 1 to Dec. 4, 1915, bus....	144,332,000	159,146,000
U. S. oats exports, July 1 to Dec. 4, 1915, bus.....	35,060,000	30,104,000
Oats visible supply, Dec. 4, 1915, bus.....	19,598,000	31,463,000
CORN CROP, U. S., bus.....	3,090,509,000	2,672,804,000
Corn visible supply, Dec. 4, 1915, bus.....	4,389,000	6,063,000
Corn receipts, primary markets, July 1 to Dec. 4, 1915, bus....	274,351,000	262,581,000
Argentine corn exports, April 1 to Dec. 4, 1915, bus.....	136,226,000	111,059,000
U. S. Corn exports, July 1 to Dec. 4, 1915, bus.....	5,461,000	4,450,000
RYE EXPORTS, U. S., July 1 to Dec. 4, 1915, bus.....	6,360,000	4,588,000
BARLEY EXPORTS, U. S., July 1 to Dec. 4, 1915, bus.....	7,430,000	4,780,000
CHICAGO BOARD OF TRADE CLEARINGS, November, 1915..	\$5,713,735	\$27,728,181

The Eastern Grain Corporation Elevators at Buffalo.

The building of the Concrete Elevator at Buffalo, N. Y., is the result of the Eastern Grain, Mill & Elevator Corporation's policy of development of its facilities in the Buffalo market. On Jan. 1, 1915, this company took over the Eastern Grain Co., and the Iron Elevator & Transfer Co., continuing the merchandising of grain and the operation of the Iron Elevator, and immediately started plans for the erection of the Concrete Elevator. The Eastern Grain Co. started business on May 1, 1910, and its business was confined strictly to the merchandising of grain. The same interests which organized that company owned the Iron Elevator & Transfer Co., which operated the Iron Elevator, and the growth of the business made it desirable to consolidate both interests.

The Eastern Grain, Mill & Elevator Corporation has a paid up capital of \$1,000,000. Officers are Nisbet Grammer, pres.; Norman P. Clement, vice pres.; J. J. Rammacher, treas., and George J. Grammer, sec'y. The merchandising of grain is conducted, and the elevators are operated under the immediate direction of Nisbet Grammer and J. J. Rammacher. The company is one of the most progressive in the cash grain business. It enjoys the reputation of fair and honest treatment from both shippers in the west and receivers in the east, and is credited with being one of the largest dealer in corn and oats in the Buffalo market.

The company intends to increase its facilities, and ground space has been reserved adjacent to the new Concrete Elevator so that it will be possible to more than triple the present storage capacity of that elevator, and to erect and operate feed mills and warehouses. Its elevators are both located on the New York Central Ry., but grain arriving on all railroads can be handled at either elevator without switching charges. It is intended to make the Eastern Grain, Mill & Elevator Corp. the largest company of its kind east of Chicago.

The Concrete Elevator is said to have the distinction of making records in unloading grain from vessels and loading into cars, unequaled by any other elevator. This elevator was built by the Monarch Engineering Co.

LOCATION.—As the name indicates, the elevator is constructed of reinforced concrete. The car shed and marine towers are constructed of steel. The elevator is located on the Buffalo River, midway between the Farmers Point Turning Basin and the New York Central bridge, on part of a 35 acre tract having a river frontage of 3,200 feet on one side, and the car storage yards of the New York Central Ry., with trackage for storing approximately 1,200 cars, on the other side. The dockage facilities are such that while one boat is being unloaded, another can be docked awaiting her turn.

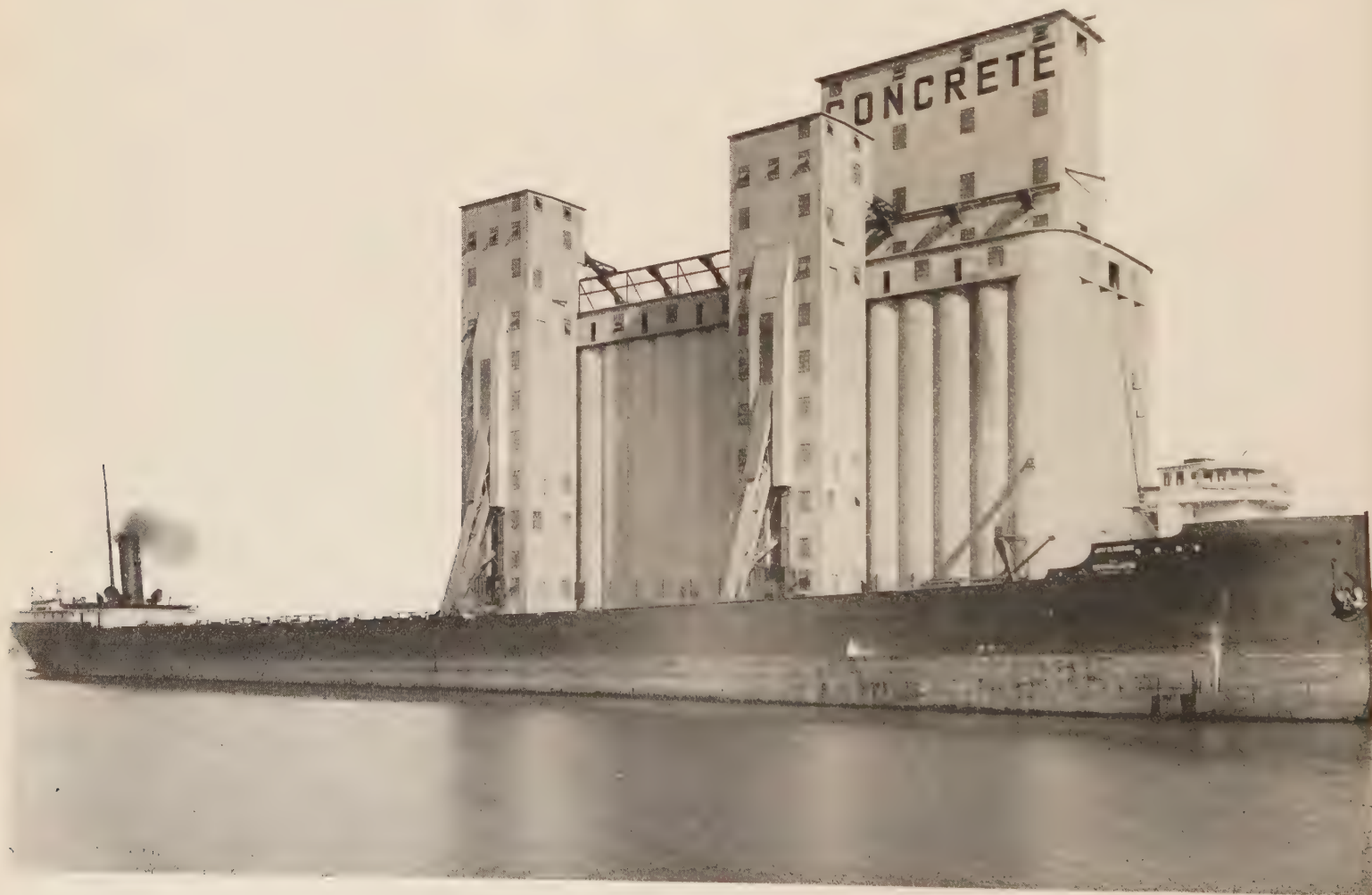
ARRANGEMENT.—The main elevator is 212 ft. in length and 72 ft. in width. The height of the structure from dock to cupola roof is 187 ft. The lower

story is level with the dock and has a clearance height of 15 ft. The tops of the bins are 95 ft. above this and the top of the cupola is 77 ft. above the top of the bins. The entire structure is supported by approximately 4,000 wooden piles, driven a distance of 50 ft. to bedrock.

The general arrangement consists of three rows of nine circular bins each, making a total of 27 bins, each with a capacity of 26,000 bushels; 16 interstice bins, each with a capacity of 16,000 bushels, and 20 quarter bins, each with a capacity of 4,500 bushels, making the total working capacity of the elevator approximately 1,050,000 bushels. All the bins are constructed with hopper bottoms.

MARINE TOWERS.—On the river side of the elevator are two marine towers, each 23 ft. in width, 33 ft. in length and 157 ft. high. Each tower is mounted on 20 pairs of car wheels, which operate over tracks on the solid concrete dock, the foundation of which is also supported by wooden piles driven to bedrock. The marine towers, electrically propelled, are movable along the entire river frontage of the elevator. They can operate from any center from 48 to 192 feet apart and are complete elevating units in themselves, each being equipped with garners and scales. Vessel hatches are either 12 ft. or 24 ft. centers.

Grain is taken up the marine leg into a garner of 2,000 bus. capacity, dropped into a scale, which weighs in drafts of 400 bushels or less, and after it is weighed, it is dropped from the scale into a receiver of 2,000 bus. capacity. This



The Concrete Elevator at Buffalo from the Water Side.

receiver feeds the loftier leg that elevates the grain to the top of the tower, from which grain is spouted, by a system of distributing spouts, to any part of the elevator desired. An electric indicator at the base of the marine tower shows to which spout the tower is connected. Each marine leg has an elevating capacity of 24,000 bushels per hour, and each can spout directly to any series of bins in the elevator. If it is not desirable to move the tower, two belt conveyors on the bin floor, each with a capacity of 20,000 bushels per hour, can be used so that direct spouting can be discontinued and the grain conveyed to any part of the elevator desired without shifting either belt towers or vessel.

HANDLING FACILITIES.—On the main floor are two belt conveyors, each with a capacity of 16,000 bushels per hour, running the entire length of the elevator. However, it is not always necessary to use these conveyors as the grain in 5/9 of the elevator can be spouted direct to the three shipping leg pits, which greatly facilitates loading. In the cupola are located the three outstore scales, which are large enough to weigh 2,000 bushels of wheat in one draft, with 2,000 bushel garners above. The elevator is equipped with four loading spouts, and the track shed arrangement is such that two cars can be loaded at one time on

any one of the three tracks, or loading can be done on all three tracks at one time. This makes it possible to load 400,000 bushels in a ten-hour day, as two cars can be loaded with 1,800 to 2,000 bushels each in three minutes. The facilities for loading canal and other boats at the elevator are excellent. It is possible to load from 25,000 to 30,000 bushels an hour, and the loading spout is so arranged that two legs can be emptied into it. Two sets of scales are connected with it.

RAIL FACILITIES.—On the land side of the elevator, are three tracks, each of which is long enough to accommodate 32 cars. Two of these tracks are equipped so that the elevator can unload grain from cars, placing four cars at a time. The elevator has one receiving and one shipping track and between the two is one which may be used either for receiving or shipping. Cars are spotted for loading or unloading by an electric car puller. Rail grain is unloaded on tracks under the car shed into receiving pits feeding the conveyor belts that carry the grain to the legs inside the elevator. These legs elevate the grain to the cupola and discharge it into the garners over the scales, which are large enough to weigh 120,000 lbs. in one draft. After the grain is weighed, it can be spouted from the scales direct to the bins in 5/9

of the elevator, and conveyed to the balance. The elevator can unload 60 cars of rail grain in ten hours.

The Concrete Elevator has made phenomenal records in the handling of grain since it has been in operation. During the month of October, the elevator unloaded from lake vessels a total of 6,200,000 bushels of wheat. During the first week 2,300,000 bushels were unloaded, 1,070,000 bushels of which were unloaded in 40 consecutive working hours, including the cleaning up of three vessels, and 700,000 bushels were loaded into cars during the same time. For that week, 55 grain scoopers working at this elevator made a net earning of \$102 each, this being based on the amount of grain unloaded. On tests, unloading records as high as 50,000 bushels of wheat per hour were attained, and this record extended over a period of several hours. A loading record was also made of 24,000 bushels of wheat into cars in 24 minutes. Since the Concrete Elevator has been put in operation or in two months it has handled in excess of 11,000,000 bushels.

EQUIPMENT.—Rubber belting was supplied by the Hewitt Rubber Co. The only machinery other than that necessary for the unloading and loading of grain is an aspirator manufactured by the Huntley Manufacturing Co. It was the intention of the owners in constructing



The Iron Elevator of the Eastern Grain, Mill & Elevator Corporation, Buffalo, N. Y.

the Concrete Elevator to have a plant equipped for fast handling of lake grain and storage of all-rail grain, and they did not want the speedy operation hampered by other machinery. This was also desirable owing to the fact that the Eastern Grain, Mill & Elevator Corp. owns and operates the Iron Elevator.

THE IRON ELEVATOR is of modern design. It was erected by the MacDonald Engineering Co. The first floor is constructed of concrete and the bins and cupola are of steel. All bins are of the self-discharging hopper bottom type. It is credited with being one of the fastest all-rail elevators in Buffalo, and is capable of handling 100 cars in ten hours. It has 36 large circular bins, six oval bins of smaller capacity, and 48 small bins. Under the track shed are four tracks, on each of which 32 cars can be placed. Two tracks are used for unloading and two for loading. Four legs are inside the elevator, two of which can be used for unloading. All four can be used for loading. This makes it possible to load four cars at one time, as there are four scales in the cupola and four loading spouts from these scales to the cars.

Four cars to be unloaded can be spotted at one time, two on each of the two unloading tracks. Grain is shoveled from the cars by power shovels into the receiving pits and is carried by conveyors to the legs that elevate to the garner over the scales. After the grain is weighed, it can be spouted direct to one-half of the bins and conveyed to the balance. Two conveyors are on the bin floor, also two on the main floor under bins.

The Iron Elevator is fully equipped with cleaners, blowers, aspirators, clip-pers and a large Hess Drier. The clip-pers have a capacity of approximately 50,000 bushels in ten hours. The drier is in a separate brick building, and the grain is spouted direct from the unloading scales to the garner in the drier house. After it is dried and cooled, it is conveyed back to the elevator leg, which spouts direct to a series of bins. The drier has a capacity of approximately 25,000 bushels in ten hours, and is built in two sections so that either section can be operated independently of the other. Each section is connected with separate steam boilers of 100 h.p. each, so that when only one section is being used, it is only necessary to use one boiler. This is the only part of the operation of the elevator in which steam is used. Machinery is electrically operated. It is equipped with a dust-collecting system, and the clippings, blowings and sweepings are collected and dropped by cyclones into the dust house, which is adjacent to the elevator, where it is automatically sacked.

RATE OF EXCHANGE between United States and Italy is presenting a serious problem, often meaning as much as 5c per bushel on wheat, while the margin in handling the wheat is much less.

CANADA is considering the establishing of a permanent marketing commission to handle the country's export grain. The commission would be connected with the Dep't of Trade and Commerce. The work of supervising exports has been accomplished this season by a com'te of the cabinet, which engaged the services of W. S. Evans, a western journalist and former mayor of Winnipeg. Mr. Evans will no doubt be asked to act as chairman of the new commission.

Seeds

ARILENE, TEX., Nov. 26.—Crop of milo maize is 50% short of last year.—Gus Roberts.

CUMBERLAND Seed Co., Nashville, Tenn., has moved to larger quarters on the Public Square.

WINFIELD, KAN., Dec. 3.—Kafir corn is yielding 60 bus. per acre, with quality fine.—G. C. Adams Grain Co.

MONTANA Seed Growers Ass'n will meet at Livingston, Jan. 19, to discuss the elimination of weed seeds.

THE NEW SEED cleaning dep't of the T. C. Power Co., Helena, Mont., has been placed in charge of A. V. Holtby.

MILWAUKEE SEED Co., Milwaukee, Wis., has increased its facilities by installing a line of Monitor seed cleaning machines.

DOUGLASS, KAN., Nov. 30.—Kafir corn yield is about 35 bus. per acre, with quality above the average.—Conklin Grain Co.

THE AMERICAN Mutual Seed Co., has been incorporated at Chicago by A. A. Berry, J. F. Summers and J. F. Sinns, capital stock \$60,000.

PAUL LARSEN of Loewith, Larsen & Co., New York City, was married Nov. 14 to Miss Marianne Bellak. The couple will make their home at the Hotel Theresa.

IRA MONTGOMERY, Madison, Ind., has installed a clover and alfalfa seed cleaner, and other equipment for his new seed dep't. A corn sheller and feed mill are also being added.

SEED OATS of good quality promise to be much in demand next spring hence dealers who have or can buy bright, heavy clean oats are sure to realize a handsome profit on them.

PLANTERS SEED Co. has been incorporated at Americus, Ga., to handle a complete line of field seeds and poultry supplies. Incorporators are Dr. S. F. Howell, T. M. Furlow and W. C. Gardner.

LOUISVILLE, KY.—The law permitting farmers to pool their crops has recently been declared invalid by the Court of Appeals of Kentucky in the grass seed case of D. S. Gay and N. F. Brent.

PLANT of the Kilgore Seed Co., Plant City, Fla., was recently damaged slightly by fire when ashes from the pipe of an employee fell into a drum of carbon bisulphide. The flames were extinguished by sand.

W. A. BURPEE, head of W. A. Burpee & Co., seed growers of Philadelphia, Pa., died Nov. 26 at Fordhook Farms, near Doylestown, Pa. Mr. Burpee was 58 years of age, and until recently was active in the management of the company.

TO ENCOURAGE the greater growing of alfalfa in Michigan, a Marquette company has offered to donate sufficient quantities of lime to any grower wishing to enrich and sweeten his soil. Many farmers have been induced by the offer to try alfalfa next year.

THE WHOLESALE Seedmen's League, which met at New York Nov. 30, elected the following officers for the ensuing year: F. W. Burgerhof, New York, pres.; L. W. Bowman, Detroit, vice-pres.; Burnet Landreth, Bristol, Pa.,

sec'y-treas. Directors were re-elected and H. M. Earl was selected to fill the vacancy caused by the death of W. A. Burpee.

CANADIAN GRADES of grain for seed purposes, passed by the Privy Council at Ottawa on Sept. 30, became effective Dec. 1. The grades, which were reported in detail on page 539 of the Oct. 10 Journal, are No. 1 Canada western seed oats; No. 3 extra Canada western seed barley, and No. 1 Manitoba northern seed wheat.

DALLAS, TEX., Dec. 3.—A moderate quantity of alfalfa was planted this fall but it is too early to predict the spring trade. When crops are short and farmers crying about hard times the seed merchant usually does a large business, while when the farmers produce big crops they do not have to purchase seed.—Rob't Nicholson.

LANGPORT, Somerset, Eng., Nov. 20.—At the outbreak of war 60 of our 135 employes were of military age. Of these, 38 immediately joined the army or navy. Since then others have left for the same reason, making our total loss due to the war 45 employes. These men have answered their country's call voluntarily, altho with our good will and our promise of reinstatement if possible. Of those left between the ages of 18 and 41, only eight are single. Five of these men are medically unfit for service. The employes left in our seed growing dep't are not only indispensable to us, but are valuable to their country in their present occupation.—Kelway & Son.

From the Seed Trade.

LAWRENCE, KAN.—Seeds of all kinds are scarce and are correspondingly high in price. It is impossible to import alfalfa seed as most of the good seed comes from Turkestan and is handled thru Hamburg. France raises some alfalfa seed but it is poor quality and only a small amount. For a while we received garden seeds via parcel post, but that has been stopped now. The accumulation of stock is a slow process.—Barteldes Seed Co.

TOLEDO, O., Dec. 7.—Clover seed had a strong advance early in December. History favors December and January advances. Prices make largest mid-winter gains in high-price years. December receipts usually light in years of short crop, and January still lighter. Indications are against large winter accumulations this year. Foreign seed arrivals are a question. New York received 5,495 bags of seed last week. Kind not stated, but probably mostly clover. Some dealers in this section are buying foreign seed. They say it is much cheaper than the domestic and while the quality is not high, it is better than the local seed. Holders are counting on the spring demand. Demand comes late in high-price years. Buyers wait until the last possible

Flaxseed Movement in November.

Receipts and shipments of flaxseed at the various markets during November, 1915, compared with November, 1914, were in bushels, as follows:

	Receipts		Shipments	
	1915.	1914.	1915.	1914.
Duluth	2,767,734	2,230,376	2,218,480	3,554,645
Minneapolis	1,505,640	1,246,820	312,720	149,540
New York	1,247,000	.....	.....	.....
Winnipeg	661,125	784,300	.....	.....
Chicago	126,000	11,000	1,000	2,000
Milwaukee	47,190	161,351	.....	.....
Kansas City	10,000	3,000	3,000	2,000

moment. Longs have been patient. Many think seed is now above \$12 to stay. December bulges are usually moderate. Bulls should be reasonable and take profits when they occur. Bulges will produce some profit-taking. Will also be some hedging against purchases of foreign seed. Any reaction expected to produce new investment buying.—Southworth & Co.

Clover Seed Movement in November

Receipts and shipments of clover seed at the various markets during November, 1915, compared with November, 1914, were as follows:

	Receipts—		Shipments—	
	1915.	1914.	1915.	1914.
Chicago, lbs.	1,932,000	1,138,000	1,506,000	481,000
Milwaukee, lbs.	1,163,140	1,714,012	208,305	1,488,045
Cincinnati, sacks	1,605	3,576	454	1,070
Toledo, bags	7,310	7,650	3,309	2,320
New York, sacks	.....	.....	1,986	.....

Timothy Seed Movement in November

Receipts and shipments of timothy seed at the various markets during November, 1915, compared with November, 1914, were as follows:

	Receipts—		Shipments—	
	1915.	1914.	1915.	1914.
Chicago, lbs.	4,039,000	2,630,000	3,798,000	2,124,000
Milwaukee, lbs.	1,080,000	473,750	57,300	233,980
Cincinnati, sacks	4,526	1,658	2,568	839
Toledo, bags	4,107	2,784	532	1,214
New York, bags	.....	.....	86	.....

Crop Improvement Notes.

THE OHIO CORN SHOW will be held at Columbus during the first week of February.

THE SUCCESS of the recent Polk County Corn Show, held at Des Moines, Ia., is responsible for the announcement that the event will be held annually in the future. More than 2,000 entries of corn were exhibited.

A THOUSAND bushels of corn was recently sold by a farmer near Harrisburg, Ill., for \$1,000. The grain had been given more than customary attention by the grower, with the result that it was all suitable for seed.

FARMERS of Grant County, Ind., have organized, with the assistance of Otis Crane, the county agent, a night school for the purpose of learning crop improvement work. Meetings will be held weekly at Van Buren in a hall fitted up by a local bank.

CORN GROWERS of Ohio visited Washington recently on the fourth annual Buckeye Corn Special Tour, one of the events being a call on President Wilson and Sec'y of Agriculture Houston. From Washington the party went to New York. Dewey Haynes, a 17-year-old boy of Arcanum, was awarded first prize, with a yield of 153.76 bus. to one acre. Miss Leelo Jones of Cardington was given the title of champion girl corn grower.—P.

I CAN NOT AFFORD to be without the Grain Dealers Journal.—J. B. Leveille, Eyota, Minn.

BRITISH ship owners have proposed the insertion of a clause in all export Bs/L whereby they may refuse liability for freight contracts when called upon by the Government to do so.

Meeting Directors Illinois Grain Dealers Ass'n.

The directors of the Illinois Grain Dealers Ass'n held a conference at Chicago Dec. 2 from 10 a. m. until 4:30, with an hour's adjournment for luncheon, discussing various matters of policy.

Pres. Victor Dewein of Warrensburg first taking up the western rate advance case, E. M. Wayne moved that as the 5% raise in rates is of vital interest to the farmer the Ass'n lend its moral support. Accordingly A. C. Strong, attorney for the Ass'n, who was present, was instructed to file with the Utilities Commission of Illinois a reservation of the right to intervene.

Mr. Byrne of Decatur on behalf of the Ass'n of Commerce and the Mayor of that city invited the Ass'n to hold its next annual meeting there. Twelve of the 15 grain dealers there had met the preceding Friday and unanimously decided to invite the state ass'n, being encouraged by the completion of the new hotel.

R. C. Baldwin said the dealers of Bloomington would be glad to have the convention. The Chicago Ass'n of Commerce sent an invitation backed by the Chicago Board of Trade. On motion by H. S. Antrim Decatur was chosen, and under the constitution the time will be May 9 and 10.

Mr. Byrne told of the work of the National Chamber of Commerce at Washington, and later the directors unanimously decided to join the National Chamber, which is a league of business organizations of the United States, and includes local Chambers of Commerce, Boards of Trade, and various state and national trade ass'ns. Its purpose is to serve the nation as a local chamber of commerce serves the community in which it is situated. It had its inception in a conference at Washington, called by the President of the United States in 1912. The object of the National Chamber is not to establish a lobby or exert special influence but, by the practical application of its democratic constitution and its public methods of operation, to ascertain and express the needs of the nation's business.

This decision on the part of the Illinois Ass'n directors is an important one, as it evidences the determination of the heads of the ass'n's activities to broaden the scope of the organization and to render greater and more permanent benefit and service to the entire grain trade of the state.

E. E. Schultz, Beardstown: Some of us have to store grain for farmers, and it is difficult to comply with the new regulations. It is 2 weeks' work to prepare yourself to do a storage business, and we ought to be put on an equality with the large terminal markets.

R. C. Baldwin: Around us there has been an increase in the storage of grain free. It had been pretty well worked out.

Sec'y E. B. Hitchcock read a letter from F. C. Maegly urging that a high degree of accuracy should be concentrated on unloading weights and asking for a conference within the next 60 days.

E. M. Wayne, Delavan: If the railroad will pay our shortages we can grant that there is an actual natural shrinkage.

Wm. R. Bach, Bloomington: The test of 30 days' movement reported on by the Department of Agriculture and used by the railroads as the basis of their claim for shrinkage is unfair. We should have

tests made on the basis of an actual average movement of grain, which is only 10 days.

Mr. Wayne: I move we indorse the Moss bill. *Carried.*

Mr. Dewein: The officers of the Ass'n have worked for the Moss and the Pomerene bills.

Mr. Wayne: I joined the crop improvement ass'n of Tazewell County when it was first organized several years ago; dues \$10 a year; but when the expert got up and declared we should hire a man with ability to decide for the farmers when to sell their grain to get the top of the market I promptly resigned. *Laughter.*

Sec'y Hitchcock announced that the 1916 directory of Illinois grain dealers is now in the hands of the printers.

Director Schultz moved that a com'ite on general arrangements for the annual convention be appointed by the president, to consist of three members, two directors and the sec'y. *Carried.* President Dewein appointed Directors Schultz and Wayne to this com'ite, with Sec'y Hitchcock.

Two amendments to the By-Laws were presented for consideration. Both were unanimously accepted and will be presented to the next convention as recommendations for amendments to be passed by the ass'n.

The first of these amendments concerns the matter of the amount of ass'n dues. In the past the rules have read that every member shall pay \$10 per year for his membership "and where members have more than one elevator or shipping station there shall be added to their annual dues \$1 for each additional elevator or shipping station or office." This additional dues item will be eliminated if the recommendation of the board passes at the convention.

The second amendment which passed the board and will be recommended for the favorable action of the association is an additional article creating an honorary membership in the ass'n. It reads as follows:

"Ex-Presidents of the ass'n shall become honorary members of the ass'n on the expiration of their terms of office and shall not be charged dues, or be in any way subject to assessments."

Sec'y Hitchcock told of the work since he took charge on the death of Sec'y Strong, and commendable progress was shown. During the seven months from May, 1915, the association's receipts from all sources have totalled \$5,091.49. The expenditures in the same period have amounted to \$4,848.57. The balance in the hands of Treasurer Miles at the beginning of December, 1915, was \$1,129.82. He said:

Membership Campaign.

Memberships in the ass'n now number over 700. This is the largest and most progressive ass'n in the country. It sets the pace and is looked to as an example by other organizations of like character.

It is my belief that when the enrollment reaches 800 it will stop there. I am not sure it will be possible to get that many desirable members into the fold, but I am anxious to try.

I propose to inaugurate a real campaign for members with "800" as the slogan, and perhaps it would be just as well to modify that slogan to read "800 good members."

The ass'n is approaching the time when it will not grow in size. Then it must grow in quality and efficiency and real merit. Just having an enrollment of 800 will not mean anything, unless those 800 members are the right sort, and unless the ass'n has real ideals and works toward them.

In the new directory is printed an ap-

plication blank, which has a line for the O. K. of a dealer who is already a member in good standing. We do not want numbers so much as quality. It might not be difficult to spread to 1,000 members, if you took no account of class, if you asked no questions as to a dealer's ability and dependability, if you raised no issue as to his standing in the community where he resides.

Let us make membership in the Illinois Grain Dealers Ass'n mean something. In order to have it mean something, let's know something about the applicants for membership.

In the past, mere membership in the ass'n has not meant that the ass'n vouched for the integrity of the dealer. Ought it not to mean that, as nearly as we can with safety make it?

I am satisfied that the directors should make themselves a com'tee of one for their district, to consider eligibles, to pass upon them for the entire board, to go after those who are not members but who will make good members, and in every way to head and forward the membership campaign.

I propose to buy a Ford car in the spring so that it will be possible for me to cover more ground. You will appreciate that if I am to depend on the trains it is out of the question for me to hope to visit every country shipper in the ass'n, much less to go after new ones. There are 325 country shippers in the ass'n, and these have the right to expect a call from their secretary at least once in twelve months, and if they don't have it—and they haven't had it for the past two years—they have a right to protest and do protest. There are not enough trains running to take me to every member in a year.

Hence, the idea of getting a cheap car at my own expense to forward the ass'n work has appealed to me. In this car I can make several stations a day, and in the spring I can hold local meetings in every community, visiting the dealers who should attend, and urging them to do so, during the day, and picking some of them up and taking them on to the meeting place. I am sure the idea will mean money and better results to the ass'n.

In order to make this possible I propose to charge the ass'n mileage for the actual distance covered in visiting the members and in going after new ones.

R. C. Baldwin: All of us have received letters from notorious crooks who conspicuously print in the corner of the letterhead that they are members of the Illinois Grain Dealers Ass'n and the Grain Dealers National Ass'n.

Mr. Hitchcock read replies received from the different grain exchanges pursuant to the resolution adopted at the last annual meeting on advances to be made by receivers on Bs/L.

Mr. Hitchcock read a communication from C. C. McCain of the trunk line ass'n proposing storage charges on bulk grain for export. Shipments from Central Freight Ass'n territory for Baltimore would have 28 days of free time from date of B/L, after which elevator storage rates of $\frac{1}{8}$ c bu. for each five-day period would apply, whether car is held back, is in transit or awaiting handling at elevator. This merely extends the free storage period of 20 days (for which an elevation charge of $\frac{3}{4}$ c bu. is charged) eight days from this territory and 10 days for shipments beyond C. F. A. territory.

The carriers allege that some shippers with knowledge of the congested condition at the seaboard deliberately consign grain for export without arranging for disposition, knowing that the congestion will prevent the assessment of demurrage.

R. C. Baldwin objected to the arrangement as it made it possible for a shipper to pay the railroad company a premium for delinquent service by the carrier. It was resolved that Mr. Bach, for the Ass'n, file an objecting petition with the Interstate Commerce Commission.

Present at the board meeting were President Victor Dewein, Warrensburg; Vice President J. B. Stone, Mattoon; Sec'y E. B. Hitchcock, Champaign; Attorney Wm. R. Bach, Bloomington; Assistant Attorney A. C. Strong, Champaign; Directors H. S. Antrim, Cairo, R. C. Baldwin, Bloomington, B. P. Hill, Freeport, E. E. Schulz, Beardstown, C. H. Wade, Paris, E. M. Wayne, Delavan, and Wm. Wheeler, Melvin.

Conveniently Arranged Kansas Elevator.

The elevator of G. A. Forsse, Falun, Kan., shown in the accompanying engraving, has storage capacity for only 20,000 bus., but the arrangement is such that no modern machinery has been omitted for lack of space. Adjoining the elevator is a warehouse, office and engine room, the latter 20 feet from the elevator. Each of the buildings rests upon a heavy concrete foundation, and has been made absolutely rat proof.

The elevator contains ten storage bins, one elevator leg of 1,500 bus. per hour capacity, and a Van Ness Roller Bearing Manlift from pit to cupola. Equipment on the working floor includes a 500 bu. capacity Eureka Cleaner. On the cupola is placed a 1,000 bu. capacity Richardson Automatic Scale, a gas pipe loading spout to car, and a Van Ness Overflow Distributor. All equipment can be operated from the working floor. The warehouse is equipped with a Wilford Feed Mill. Power for all machinery as well as the elevator leg is obtained from a 15 h.p. gasoline engine in the power house.

Alongside of the office is a 22 foot, 6 ton wagon scale and in the driveway is a double receiving gravity dump. The buildings are all of frame construction, covered with corrugated galvanized iron. The roofs of the elevator and warehouse are also of galvanized iron, pressed standing seam, while the roofs of the office and engine room are of Johns Manville Asbestos. The plant is located on the Missouri Pacific Ry., and was built by the R. M. Van Ness Construction Co.

A CORN SHOCKING device has been sold by the inventors to the International Harvester Co., for \$500,000. It was invented by Andrew Kurth of Madison and Wm. and Matthew Kurth of Waunakee, Wis., after one year's work.



G. A. Forsse's Elevator at Falun, Kan.

A Substantial Country Elevator.

Built for permanence and for operation at low cost the country elevator shown in the engravings herewith is well worth study. The directors and manager of the Farmers Mutual Co-operative Co. at Primghar, Ia., considered quality only in building this elevator and choosing its equipment, with the result that it is one of the best in the state, and cost \$9,500.

The building is 30x43, cribbed 50 ft. to the plate. The work floor is 17x30 ft. A dust house is attached to the building and in connection with the dust house is storage for feed, flour and salt.

The engine house is 14x32 ft., on a concrete basement, and the 25-h.p. oil engine is installed in the center. Water for cooling the engine is pumped from a concrete 20-barrel cistern under the floor. Over the engine room is the office, 14x32, divided in the middle with half partition and counter. In the receiving pit is placed a 5-ton type registering beam scale, and dump for sleigh and wagons. Outside the office is a wagon scale for weighing coal and ear corn.

All the cribbed walls rest on the concrete foundation, no posts being used, which stiffens the entire structure. The concrete basement under the elevator is well ventilated and provided with windows for lighting. In the basement is a Weller Car Mover.

On the work floor is a No. 31 Western Gyration Cleaner served by five bins, the grain from cleaner flowing to either elevator leg. The two stands are equipped with 14x7 No. 16 gage Salem Elevator Buckets on a 5-ply, 32-oz. rubber belt. Both legs are arranged to distribute to bins and the 2,250-bu. Richardson Automatic Scale. Power transmission to cupola is by three-strand rope, and all driving lines are fitted with friction clutches. A manlift makes the cupola easy of access. A feed grinder is placed on the work floor. All of the equipment was furnished by the Union Iron Works.

The 11 bins have hopper bottoms, hopping toward the middle of the house. Their capacity is 45,000 bus. The loading spout is made of 8-inch well casing. All the walls are covered with galvanized iron siding. The roof is sheathed with ship lap, covered with tar felt paper and galvanized iron, except roof over driveway and office, which is covered with tar and gravel. The plant was designed and erected by the Younglove Construction Co.

FREE WHEAT trade with the United States was approved at the recent meeting of Canadian Co-operative Elevator Cos., held at Regina, Sask.

THE LARGEST single shipment of freight ever sent from Terre Haute, Ind., was made on Nov. 28 over the Big Four Ry. The shipment consisted of 100,000 bushels of corn, loaded by the Paul Kuhn Grain Co. into 65 freight cars and consigned to seaboard. Two engines were required to insure against delays, and a passenger train schedule was observed thruout the trip.

A SHIPPER'S EXPORT declaration must be filed on all shipments of grain or other freight from the United States after Jan. 1. This is a recent ruling of the Treasury Dept., which among other things provides that "the actual shipper must prepare the export declaration and subscribe to the oath before a customs officer, notary or other authorized officer." The forms are obtainable from collectors of customs and must be paid for at the rate of \$5 per 1,000.

EMBARGO against exportations of grain from Chile has been removed by that Government.

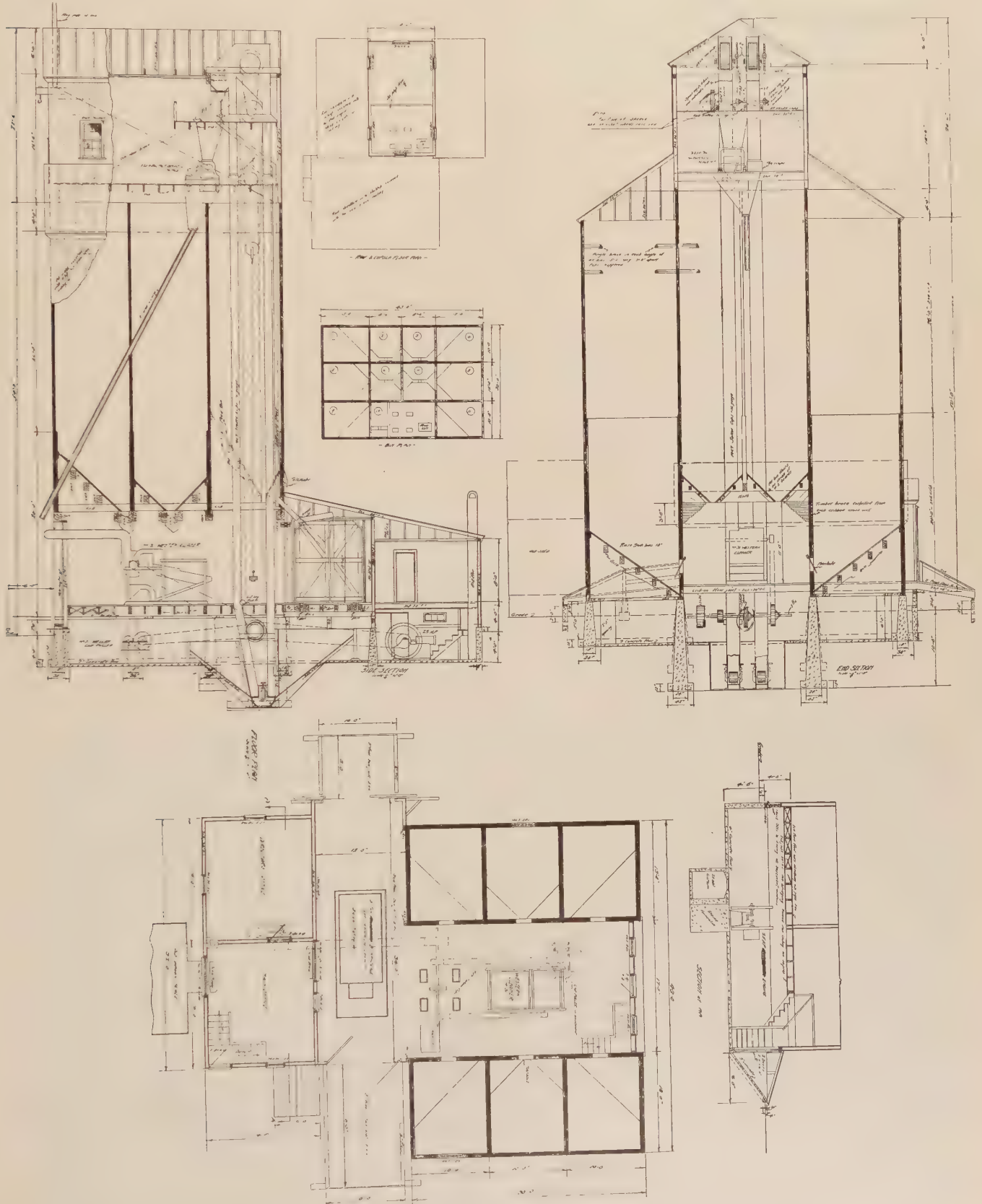
BROOMCORN is commanding \$100 per ton at Elkhart, Kan., despite the large crop this season. More than 250 carloads will be shipped from that station this year, the brush being grown in Grant and adjoining counties.

No PROTESTS have been received as yet by the State Dep't from American owners of wheat seized by Canada.—P.

SEABOARD still badly congested. Scarcity ocean tonnage and lack of proper grain terminal facilities are the reasons. They need more up-to-date grain elevators if our country is to produce billion bushel crops of wheat.—C. A. King & Co.

I HAVE greatly missed the Grain Dealers Journal since leaving Rochelle. Please send it to me at Champaign, Ill.—E. L. Ledbetter.

THE BOARD of Grain Commissioners of Canada announces that it will stand by its recent ruling to give preference to cars shipped to the Government elevator at Saskatoon.



Cross Section, Longitudinal Section, Bin, Cupola and Floor Plans of Farmers Elevator at Primghar, Ia.
[For description see facing page.]

The Grain Center of the Rockies

Denver, the capital of the Centennial State, no doubt had its start as headquarters for supplies of all kinds for the miners of the great hills about it. In the early days the trade of the city's grain dealers was confined mostly to supplying the needs of the miners, but with the growth and diversification of the state's many industries, Denver has become the market for Colorado grown grain, as well as for the surplus grain from surrounding states. The rapid development of new sections and the opening of many thousand acres to cultivation has brought about a rapid increase in the volume of Denver's grain trade during recent years.

Three years ago the enterprising grain dealers of the city recognized the need of a central market place for the members of the trade, as well as some recognized authority for regulating transactions in grain, and establishing correct methods and practices among those engaged in the business, so the Denver Grain Exchange was organized, and this month another advance in the growth of the city's grain trade is marked by the Grain Exchange moving into larger and more commodious quarters.

THE DENVER GRAIN EXCHANGE was organized in 1912, Jas. A. McSwigan being elected its first president. Quarters were fitted up in the Sugar Bldg. On Dec. 1, 1915, the Exchange entered its new home in the Cooper Bldg., where more desirable space has been obtained. Sample tables have been installed, over which grain is bought and sold on sample, as in other markets. Continuous market quotations are furnished by wire of Clement Curtis & Co.

Present officers of the Exchange are John L. Barr, pres.; R. C. Johnson, sec'y.,

and Geo. S. Clayton, treas. Recent portraits are reproduced herewith.

WORK OF THE INSPECTION and weighing dept of any market largely governs the desirability of that city as a receiving or distributing market. The character of that dept is of equal importance to the honor and integrity of the market's members.

L. C. Hine is Chief Inspector and Weighmaster at Denver, being appointed to that position by the Exchange on March 27, 1912. E. J. Joerger at the same time was named as ass't to Mr. Hine, and both men have since then served in a most creditable manner. Mr. Hine was formerly Ass't Chief Inspector at Omaha, serving under George Powell. Mr. Joerger was in the service at Denver at the time Mr. Hine arrived.

The Denver inspectors draw their own samples after which a careful office inspection is made. Practically the same rules are observed as those prevailing in Omaha, except that in the case of western grown or irrigated oats No. 2 white oats must weigh 38 lbs. to the measured bushel, while No. 3 white oats must weigh 34 lbs. The Denver Exchange is heartily in favor of the practice which gives the shipper the benefit of any doubt in judging line grain.

Before inspecting a car of grain the original seal record is taken, the car being resealed with the Denver Grain Exchange seal when sample is drawn. Records of both are placed on file. The inspectors are also on the lookout for leaks, making note of the car numbers and calling attention of the railroad to the possible loss. Upon arrival of a car at an elevator a thoro hammer test is given by a deputy weighmaster, who takes a complete seal

record and issues a physical condition report. Two originals and two carbon copies are made of this report for each car. The carbon copies are placed on file with other records of the shipment and one of the originals sent the shipper. If this miscarries in the mails the shipper may have a duplicate physical condition report at any time by writing the chief inspector. The Exchange demands that its members mail the shipper all official papers with their account sales.

A discount com'tee determines the amount which off grade grain shall be discounted, and no dealer is permitted to make this determination on his own grain. When the amount has been arrived at the chief inspector notifies the shipper by postal card of the amount of discount and the reason therefore. Should the grain grade sample its disposition is subject to mutual agreement between buyer and seller.

THE WEIGHING DEPT is also under the direct supervision of Mr. Hine. Deputy weighmasters are stationed at each unloading point where official weight certificates are issued. With one exception the cars and contents at these stations are weighed on track scales. After unloading the car the grain doors are replaced and a careful tare weight taken to determine the exact content of grain. In the one instance hopper scales are used, one draft generally weighing the contents of a car.

Scales are inspected and tested monthly by a competent scale inspector in the employ of the Denver Grain Exchange. A second test is made monthly by the Western Weighing Ass'n, which uses a test car in its work. Denver Grain Exchange weights are accepted by the railroads as final in settlement for all freight charges. An audit is made twice each month of the weight records of each Exchange member, this work also being done by the Western Weighing Ass'n.

Weight certificates are issued by the Denver Exchange on all grain weighed for its members in business at Pueblo,

Members Denver Grain Exchange.



De Lux Studio.

Back Row, left to right: J. F. Collins, mgr., J. D. Best & Co.; W. H. Wierman, mgr., Summit Grain & Coal Co.; F. G. Olson, vice-pres., Farmers Grain Co.; E. J. Joerger, Ass't Grain Inspector; T. N. Thompson; F. J. O'Donnell, sec'y O'Donnell Grain Co.
Middle Row: J. W. Cook; L. C. Hine, Chief Inspector; G. S. Clayton, mgr., Cash Commission Co.; Paul Harrington, treas., Harrington Plumer Merc. Co.; J. M. Terry; Ivan Scherer.
Front Row: T. D. Phelps, pres., Farmers Grain Co.; J. A. McSwigan, mgr., Crescent Mill & Elevator Co.; J. L. Barr, mgr., F. C. Ayres Merc. Co.; R. C. Johnson, Johnson Brokerage Co.; T. A. Savage; and C. L. Bloom, ass't mgr., Denver Elevator Co.

Colorado Springs, Fort Collins or La Salle. Weighing at these points is done by a sworn deputy weighmaster and the scales receive the same careful attention as at Denver. The inspection and weighing is charged for at the rate of 50 cents per car but no extra fee is made for the physical condition report. The rules of the Exchange include the careful inspection and weighing of hay as well as grain.

The Inspection and Weighing Dep't is on a self-supporting basis, and the prospects are that 1915 will be the biggest year in its history. With the steadily increasing production of grain in Colorado and nearby states the prospects are promising for still further increases in Den-

ver's grain business. The Grain Exchange is particularly proud of its inspection and weighing dep'ts, and invites the personal inspection of shippers. Inbound and outbound grain is graded and weighed under the same rules and practice.

MEMBERS OF THE EXCHANGE are the Summit Grain & Coal Co., W. H. Wierman, mgr.; Ady-Crowe Mercantile Co.; Anderson Bros.; F. C. Ayres Mercantile Co., J. L. Barr, mgr.; J. D. Best & Co.; Cash Commission Co., Geo. S. Clayton, mgr.; Crescent Mill & Elevator Co., Jas. McSwigan, mgr.; Denver Elevator Co., C. L. Bloom, mgr.; Empire Fuel & Feed Co., Albert Wright, mgr.; Excelsior Flour Mill & Elevator Co., M.

C. Dolan, mgr.; Harrington Plumer Mercantile Co.; Hungarian Mill & Elevator Co., T. F. Savage, mgr.; R. C. Johnson; Longmont Farmers Mill & Elevator Co., J. H. Forsyth, mgr.; Globeville Fuel & Feed Co., H. B. Madsen, mgr.

McClelland M. I. & R. Co., Pueblo, J. F. Sprengle, mgr.; W. C. Moore M. & E. Co., Fort Collins; H. A. Robinson Grain Co., Colorado Springs; Seldomridge Grain Co., Colorado Springs; J. M. Terry; W. F. Thompson Mercantile Co., I. Scherrer, mgr.; Westman Commission Co., J. W. Cook, mgr.; O'Donnell Grain Co., Denver and Stratton, Neb.; Moody-Warren Commercial Co., Fort Collins; Farmers Grain Co., T. D. Phelps, mgr., and the Globe Fuel & Feed Co.



The New Home of the Denver Grain Exchange.

The F. C. Ayres Mercantile Co. operates a 300,000-bu. capacity reinforced concrete elevator on the Union Pacific Ry., and a 1,000-ton capacity warehouse on the C. & S. and Santa Fe Rys. The distinct feature in the elvtr. is that all grain is first weighed on track scales and reweighed in large hopper scale. In this manner the shipper is assured of correct weights. John L. Barr, pres. and mgr., who is also president of the Denver Grain Exchange, has been in the grain business in Denver for 25 years. The firm does a general grain and flour business but specializes on milling wheat. It operates 5 Colorado elevators under the name of Farmers Elevator Co., and 12 Idaho and Utah houses under the name of Pocatello Mill & Elevator Co., with central office at Pocatello, Ida.

J. D. Best & Co., operate an elevator and have two warehouses of 100 cars capacity on the D. & R. G. and U. P. Rys. C. F. Best is the president, C. F. Hecht, sec'y, and J. F. Collins, vice-pres. and mgr. The firm has been in business about 30 years and does a general grain receiving and shipping business.

The Cash Commission Co. is managed and owned by Geo. S. Clayton, who has been in the grain business in Denver for 28 years. He buys and sells any kind of grain whenever it is offered. He has been treasurer of the Denver Grain Exchange since its organization.

The Crescent Mill & Elvtr. Co. is managed by Jas. A. McSwigan, the first president of the Denver Grain Exchange. This is the oldest mill in Denver. It has a daily milling capacity of 1,000 bbls. of flour and 200,000 lbs. of corn meal. Its principal brands of flour are Pride of Colorado, Golden Rod and Pike's Peak Self-Rising Flour. The firm buys much surplus grain which it sells south for export or to local and nearby consumers.

The Denver Elvtr. Co. operates a 300,-

000-bu. capacity elevator which is operated for public storage. Jas. A. McSwigan is manager and C. L. Bloom assistant manager. This company does a general receiving and shipping business.

The Farmers Grain Co. is composed of T. D. Phelps, pres.; F. G. Olson, vice-pres., and N. G. Holley, sec'y-treas., and operates 23 country stations. It does a general receiving and shipping business in Colorado, Kansas and the west, and to the south for export.

R. C. Johnson is the only broker in Denver who is a member of the Denver Grain Exchange. He sells grain for his client and then sells him a car of bags in which to ship it, his line being grain and bags for grain.

The O'Donnell Grain Co. operates a line of country stations and does a general receiving and shipping business. F. J. O'Donnell is the sec'y.

The Summit Grain & Coal Co. operates seven country stations, a 50,000-bu. capacity elevator and a 50-car capacity warehouse in Denver. It receives and ships any kind of grain at any time and any where. S. G. Pierson is president and W. H. Wierman, manager.

The Harrington Plumer Mercantile Co. has a 100-car capacity fireproof brick and concrete warehouse. The officers are M. C. Harrington, pres.; C. L. Harrington, sec'y and mgr., and P. C. Harrington, treas. M. C. Harrington has been in business 35 years and was the first man to ship alfalfa hay out of Colorado. The present company was organized in 1907 and is one of the largest alfalfa hay shippers in the west, buying and selling grain, but specialize on alfalfa hay.

NO GRAIN DEALER should be without the valuable Grain Dealers Journal.—M. J. Baker, Monroeville, O.

GRAIN DEALERS of Williston, N. D., are facing a peculiar situation in that the farmers are unable to haul grain to town. The climate in Williston is too warm to permit snow to remain on the streets, while in the surrounding country the snow is so deep that grain could be hauled in nothing but bob sleds. More than 1,000,000 bus. of wheat and flaxseed are on adjacent farms and the dealers are considering the establishing of buying stations at the snow line, hauling to the elevators by wagon.

THE SHORTAGE of corn, and the corresponding shortage of cobs will mean the increased use of coal this winter. The burning of corn cobs in the country makes an appreciable difference in the coal tonnage. Last season, with the mild weather, the country consumer got along nicely with a small amount of coal because cobs were plentiful. They make an excellent fuel and fire quickly, and it is a fair estimate that cobs last year filled 20% of the fuel needs in the corn growing states.—*The Coal Dealer*.

MANY MANAGERS of co-operative elevator companies have been let out after raising their companies to solvency from the verge of bankruptcy, because the board of directors could not afford to pay the managers a reward for rebuilding what others had wrecked. Managers in certain Minnesota towns have been let out by directors who would not increase their pay. These men have secured jobs with South Dakota companies at almost twice the salaries received from their former employers, and made their companies a success.—I. S. Henjum, Hartford, S. D.

National Conference on Marketing.

The 3d annual meeting of the National Conference on Marketing and Farm Credits, which held a joint program with the National Council of Farmers Co-operative Ass'n at Chicago Nov. 29 to Dec. 2 was well attended and some of the speakers have a national or worldwide repute.

Chas. J. Brand, chief the Buro of Markets and Rural Organization of the U. S. Dept. of Agriculture, argued for accurate standards to bring buyer and seller together on the same level of understanding, referring particularly to fruits and vegetables.

Fred W. Davis, commissioner of agriculture of Texas, told the story of the Texas state warehouse law for the storage, weighing and grading of cotton, wheat, rice, fruit and other farm products, confessing that the new law has not so far realized expectations.

Dr. J. W. T. Duvel, chief of the Office of Grain Standardization, U. S. Dept. of Agriculture, delivered an address on "What Would be Acceptable Standards in Grain," from which we take the following:

Acceptable Standards in Grain.

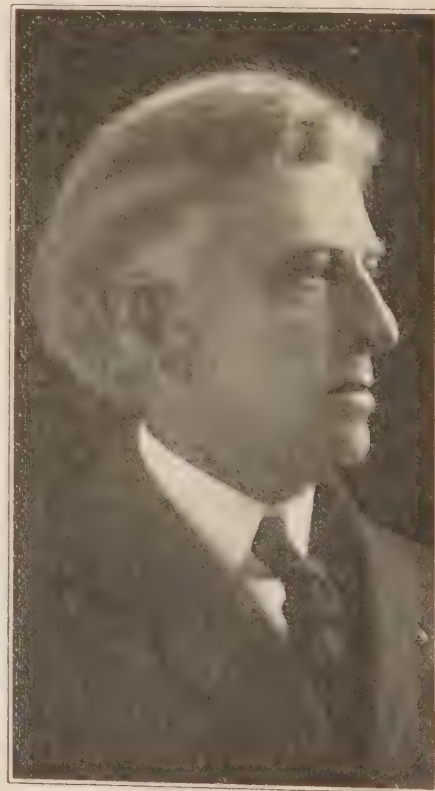
Basis for Standard Grades.—In fixing the standard grades for corn, which have been in effect since July 1, 1914, it was the aim to provide definite limits for the more important factors which determine the quality and condition of any given lot of corn. The limits for color, moisture content, damaged kernels, foreign material, and cracked corn were definitely fixed in so far as it was possible to do so.

In the fixing of grades for wheat, oats, and the other grains, it is probable that the same general plan will be followed, with such modifications as the particular kind of grain may require.

Moisture Content.—So much has been said at one time or another concerning the moisture content in grain that it would hardly seem necessary to discuss this factor to any extent. However, no discussion of standard grades would be complete if no mention were made of this, perhaps the most important factor, in that upon the



John L. Barr.
Pres. Denver Grain Exchange.
De Lux Studio.



Geo. S. Clayton, Denver.
Treas. Grain Exchange.

degree of dryness, more than anything else, depends the keeping quality of grain in storage or during transit. This fact has been so strongly emphasized during the present season with a considerable percentage of our winter wheat and more than half of our oats, badly damaged as a result of excessive moisture, that all must agree that no standard grades would be acceptable without a definite requirement as to moisture content. The terms dry, reasonably dry, damp, wet, etc., are inadequate. They leave too much room for a shifting of grade values. Grain that is dry to the seller is often damp or wet to the buyer.

One lot of more than 70,000 bus. certificated for export as No. 2 hard winter showed a moisture content ranging from 13.7 to 16.5%, with an average of 15.1, under a published rule which provides that No. 2 hard winter wheat shall be dry. It is not surprising that complaints are coming in from grain exchanges and American Consuls in European countries to the effect that wheat from the United States is arriving in a heated, musty, and damaged condition. Neither is it surprising that a considerable portion of the great surplus of Canada's most excellent crop has been confiscated for use in Europe during a period when they have no time to barter in grain that arrives in bad condition.

Wheat with 15.1% moisture is in no sense dry, and it is practically as certain to go out of condition before it can be discharged at a European port as anything can be. Neither is such wheat entitled to a grade of No. 2, although it might possibly be squeezed into a No. 4. With a definite limit of moisture for the different grades, such elasticity would be impossible.

What the limits should be in standard grades I am not able to express, but, based on the data now available, a maximum of 13.0% is probably not far from correct for No. 2 winter wheat. Most of the corn grades cover a range in moisture content of 2.0%, but with the small grains the range must be more restricted. Oats under normal conditions will carry less moisture than wheat. At present indications it does not appear that oats with a moisture content in excess of 12.0 or at most 12.5% should be permitted in a grade above No. 3 under the present classification, and that oats having a moisture content in excess of 14.0% should rightfully be classified as sample.

Foreign Material.—With respect to the amount of foreign material, such as weed seeds, chaff, dirt, etc., standard grades

should be more definite than under existing conditions. Aside from the "dockage" system applied in a few markets to the grading of spring wheat, most grade rules provide that the wheat shall be clean or reasonably clean. What these last two terms mean I have never been able to accurately determine. I have my own ideas as to what should be classed as clean wheat, but it would seem that they do not correspond to the ideas of others, if inspection certificates serve in any measure as a basis for comparison.

Investigations have shown that grades of wheat, under rules specifying it "must be clean," show, on actual analyses, weed seeds, chaff, dirt, etc., varying from a mere trace to 3.0 or 4.0%. The terms "clean" or even "reasonably clean" must surely mean something more definite than that. Webster defines clean as being "free from dirt, filth, impurity, foreign or undesirable matter." In rules for grades clean must necessarily mean something different, for no commercial grain is absolutely free from foreign matter, and no reasonable person would so contend. In many markets there is an unwritten rule that wheat with less than ½% of foreign material shall be considered as clean. If this is a fair and reasonable interpretation, then it should be written into the rule so that all might know; it is just as important to the man who is growing it, the country elevator man who is shipping it, or the man who is buying it, as it is to the inspector who does the grading. Equally indefinite is the phrase "not clean enough for No. 2."

Rules governing foreign material in standard grades to be acceptable must be more clearly defined. They should either clearly indicate in terms of per cent the quantity of such material permissible in any given grade, or they should be based on a "dockage" system, such as is now applied to spring wheat in some of the large markets. As I have publicly stated on previous occasions, the more I study the dockage system the better I like it. It affords an opportunity for more uniform grading in that it is not always easy to judge as to the quality of a given lot of grain carrying a considerable quantity of foreign material. Moreover, the producer or country shipper can determine such dockage in advance of sale or shipment if he cares to do so, and can likewise remove such dockage if he finds it profitable to install the necessary cleaning machinery for that purpose. Ordinarily cleaning can be done more economically at the elevator than on the farm. In some sections, especially in parts of Indiana and Michigan, a very commendable practice prevails in the cleaning of wheat as delivered at the mill of country elevator, the screenings being returned to the farmer.

Inseparable Impurities.—A strictly dockage system, however, is not fully applicable in all cases. Such impurities as corn cockle, garlic, kinghead, etc., that cannot be satisfactorily removed from wheat by means of the cleaning machinery in common use, must, under any system of grading, be given special consideration in that they seriously affect the milling value of the wheat even when present in small quantities. In addition to the assessed dockage there should be a lowering of grade or a discount in price to compensate the miller for the extra expense in putting such wheat into suitable condition for milling. Moreover, the removal of such impurities by special cleaning machinery is accompanied by a heavy loss of wheat. This can be more clearly expressed by referring to the analyses of a few representative samples of corn cockle screenings secured at country mills. The average of four lots of screenings showed 12.1% corn cockle, 11.1% of other weed seeds and grains, and 76.8% of wheat. In a bulletin now in press, Bulletin No. 328, the effects of some of the more troublesome impurities on the milling value of wheat are fully described.

Closely allied with the so-called inseparable impurities are the mixtures of different varieties, classes, and kinds of grain. Rye often grows with wheat, sometimes as a volunteer, but more frequently as a result of impure seed, and occasionally rye is deliberately mixed with wheat, usually hard winter, for illegitimate profits. Millers all agree that rye in wheat injures the color of the flour; however, not all agree as to the quantity of rye that wheat will carry without showing such injury. Our investigations have shown that the presence of rye in as small quantities as 3.0% injures both the color and the texture of the bread, and that as little as 1.0% is noticeable on color. It would therefore appear from the data now available that the maximum percentage of rye permissible in grades of wheat should not exceed 1.0%. A somewhat similar case is the mixture of

durum wheat with the other hard spring wheats. Within the past year samples from three different cargoes of wheat, certificated as No. 1 durum, contained an average of 16.4% of other spring wheats, and 4.0% of weed seeds and other foreign material. It does not necessarily follow that the spring wheat was deliberately added, even though the difference in price at that time would have made such a substitution highly profitable.

Our investigations have shown that a considerable percentage of durum wheat is mixed with bluestem, velvet chaff, etc., when it comes from the field. During the past harvest head counts in 110 fields of durum wheat showed that 13.2% of the heads were of spring wheats other than durum. Less than 8.0% of the fields showed pure durum, and only 27 fields out of a total of 110 contained 95.0% or better of durum heads. But, whatever these conditions, it requires a considerable stretch of the imagination to figure out on what grounds a grade of No. 1 durum could be given to a lot of wheat which contained 16.4% of other spring wheats, and 4.0% of weed seeds and other foreign material under a rule reading "shall be . . . well cleaned and be composed of durum . . . wheat." I am certain that under standards acceptable to the U. S. Department of Agriculture No. 1 durum wheat will not be allowed to carry such percentages of other wheats and foreign material. I mention this more particularly at this time in the hopes of starting some movement for securing pure durum wheat for seeding next spring. Should grades be established before the movement of another crop it is evident that much of the wheat now sold as durum would be classed as "mixed wheat."

Damaged grain offers perhaps the most serious difficulty in formulating acceptable standard grades. There are so many degrees and kinds of damage that an arbitrary line must be drawn as to what shall be classed as commercially sound and what shall be considered as damaged. Many forms of damage, however, are partially covered by the weight per measured bushel. But even this factor must be determined with considerable care and according to certain prescribed methods if the results are to be at all reliable. It is easy to make a difference in weight of one or two pounds, depending on how the test kettle is filled.

Stinking smut may be present in wheat as smut balls, or as a mass of smut spores adhering to the brush of the kernel, in such countless millions as to cover the entire kernel. A single smut ball is estimated to contain three million spores. A few smut balls or spores impart a smutty odor to the wheat, and whenever this odor is distinct the wheat in my opinion should be classed as sample grade and discounted accordingly. It requires a special washing treatment to make smutty wheat suitable for milling, and many of the small mills do not have such facilities. There is an-



R. C. Johnson, Sec'y Denver Grain Exchange. [See Facing Page.]
De Lux Studio.



L. C. Hine, Denver,
Chief Grain Inspector.
[See Facing Page.]

other reason for taking somewhat drastic action against smutty wheat in that this stinking smut yields readily under proper seed treatment. There is every reason to believe that within 5, or at most 10 years, stinking smut could be practically eradicated from the United States, if one of the treatments that have been recommended for so many years by the Federal Department of Agriculture and the various State Agricultural Colleges and Experiment Stations were universally applied with proper care.

The investigations have covered the harvesting and storing of grain on the farm; the handling, storing, and grading of grain at country elevators and in the primary markets; the deterioration of grain during transit in cars and in transatlantic steamships; the milling value of different classes and grades of wheat; the quality and condition of Argentine corn imported into the United States, and various other problems covering every important phase of the handling, storing, grading and transportation of grain. Moreover, the mere fixing of grades and their adoption accomplishes but little in the absence of suitable authority to control their application. It is therefore only fair to state that personally I am strongly opposed to the fixing of standard grades for additional grains until after the enactment of such legislation that will provide authority to insure uniformity of application, because without such legislation uniformity is impossible.

As to what form such legislation should take, there is apparently an honest difference of opinion. Some prefer out-and-out Federal inspection, while others believe that Federal supervision will meet every requirement. Personally I stand committed to Federal supervision, because I believe that it will afford every needed protection to the producers and consumers of grain, with the least possible disturbance of legitimate practices in the handling of our great crops of grain, and with a minimum expenditure of public money. Moreover, even with Federal inspection it would be necessary to have a system of supervision, for without supervision it would be impossible to maintain uniformity of application.

Should legislation providing for a uniform and definite system of grading be enacted at the coming session of Congress I see no reason why standard grades should not be established soon thereafter.

H. E. Emerson, Chief Grain Inspector of the State of Minnesota, delivered an address on "Troubles of the State Grain Inspector in Grading Grain under Present Standards and Marketing Methods," from which we take the following:

Troubles of the Grain Inspector.

In Minnesota up to the year 1877 there was little, if any, local or terminal grading of grain. The grading practice was of an individual and arbitrary character; the different grain buyers graded according to their individual judgments.

The Legislature of 1885, which passed the original act referred to, appropriated the sum of \$1,000 from the revenue funds of the state for the use of the State Grain Inspection and Weighing Departments, and gave to the Railroad and Warehouse Commission authority to establish fees for the inspection and weighing of grain. This original appropriation is the only sum ever paid into the State Treasury for the use of that service from moneys derived by direct taxation. The department has been maintained continually for 30 years from the fees produced by the service itself.

Since January, 1901, our Railroad and Warehouse Commission has placed its grain department on a practical civil service basis, although we have in our state no civil service law which has required such an action. Appointments to grain inspectorships are made by the chief grain inspector, with the consent of the Railroad and Warehouse Commission, from the class of employees already in the service in minor positions, and then only after competitive examinations, which actually test the practical knowledge of the applicant in the actual grading of grain. Many of the inspectors on our force have been in the service for more than 20 years.

Plugging of Cars.—I presume as long as grain is to be handled in commerce and graded that some shippers will attempt deception in the loading of their cars. We have found, as all other departments have, a certain percentage of cars received at our terminals that have been plugged, some apparently with an intent to deceive inspectors, and others accidentally so loaded. We have found cases of deliberate and wilful intention of setting



J. D. Best & Co.'s Warehouse, Denver, Colo.

[See page 852.]

up cars where the plug indicated the use of a bag or a barrel to receive the inferior grain, the receptacle being removed after the loading has been completed. This kind of a set-up would leave a pocket of inferior grain surrounded by the main body of grain.

We have, in cases of the discovery of such plugs, graded the entire car upon the basis of the grade given to the poorest found in the car. This practice has been changed so as to require such cars, when found, to be graded No Grade CC, sent to an elevator to be cleaned or handled, and if sustained on reinspection and appeal, the department assesses an arbitrary fee of \$5 per case.

Grain inspectors, if they are competent judges of grain, can follow any set of grade

rules, primarily because they are trained judges of grain; secondarily because they have every grading facility and tool and appliance of the profession at hand to assist them in the application of the rule. It necessarily follows that the buyer of grain at the local warehouse, handicapped as he is by the lack of tools and appliances, handicapped further by the fact that he is rushed usually from daylight until long after dark in taking in his grain, cannot grade either as closely or as successfully as a terminal grain inspector.

Dockage.—In the ordinary marketing of grain today in our country the farmer who raises grain with a pound or two dockage of the ordinary kind, which might consist of wild buckwheat, pigeon grass, fine weed seeds or other foreign seeds and substances,



F. C. Ayres Mer. Co.'s Elevator and Warehouse, Denver, Colo.

[See page 852.]



Harrington Plumer Mercantile Co.'s Warehouse, Denver, Colo.

[See page 852.]

is not only paying freight on that dockage, but he is giving the dockage away in addition. If this were collected for him at the time his grain was threshed and delivered to him separately it would give him something of a commercial value for the feeding of his stock, and he would be ahead by marketing clean grain and would save the freight on the dockage. On the other hand, it is true that oftentimes dockage may be heavy on a particular carload of grain and that the dockage may consist of mustard seed, flaxseed or other seed that is valuable when it is present in an amount which would cover the cost of cleaning and leave a profit, so that in such cases the dockage is an asset and not a liability, because purchasers are many times found for such cars who will pay a premium therefor over the regular straight price for a given car of the same grade without such an excessive dockage.

The producer, after he has cleared his farm and has continued to raise wheat on the same land without the proper fertilization or rotation of crops, finds himself with wheat that is inferior when it is compared with the first crops that he has taken; yet he may figure—and we oftentimes find that he does believe—that the local buyer should give him a grade higher than that to which he actually is entitled. He does not comprehend that the deterioration of his grain results from his practice of farming, and the falling off in the percentages of the higher grades, to which I

have made reference, indicates changes in soil conditions, a weakening of the land and the using of poorer seed. This invariably results in the deterioration of the grain raised; yet at the same time the producer has not seemingly, until very recently, recognized the fact that this is curable only by persistent rotation of crops and persistent fertilization.

James Boyle, professor of economics, University of North Dakota, delivered an address on "Difficulties of a State Owned Elevator," from which we take the following:

Difficulties of State Elevator.

When grain prices are high, farmers are satisfied; when grain prices are low, they blame, to a large extent, the terminal elevators. Yet if the Government would build a hundred terminal elevators and furnish free storage it would likely not change the price of grain by one cent a bushel. World markets, operating under known and anticipated conditions of supply and demand, determine grain prices in the last analysis. All official investigations with which I am acquainted find the smallest margins and smallest leaks in the terminal elevators, and the biggest leaks and biggest margins at the local elevators.

In no case is it apparent that the evils complained of in our grain trade would

be cured by state owned terminal elevators. Hence the tremendous investment necessary to erect anything better than insignificant storage house (the Canadian Dominion Terminals cost 35 cents a bushel to erect) would likely prove a disappointment as well as a loss. Adequate storage exists at every terminal.

J. C. F. Merrill, sec'y of the Chicago Board of Trade, read a paper on "Advantages of a State Licensed Warehouse System," from which we take the following:

Advantage of State Licensing of Warehouses.

The question of Government owned storage has been prominently before the public of late, especially that for the relief of the cotton states. It is commonly desired by those sections of our country financially unable to provide it for themselves.

When financial stress occurs and becomes general, as in case of panics, collateral ordinarily entirely acceptable to bankers is not infrequently refused, because such loans would but represent investment of their capital for the period covered by the obligation they secure.

I once heard President Forgan of our City National Bank say that he would rather loan money on wheat collateral, if the wheat was hedged by a time contract, than loan it on government bonds; that, in his experience, he had sold wheat for foreign gold when he could not sell government bonds.

Thus was made clear the fact that principal food necessities susceptible of safe storage are more liquid than the most stable of securities. The inexorable need of food gives it a market which stocks and bonds do not possess.

Before the question of government owned and government operated storage for soil products was even thought to be possible the advantages of state controlled storage, operated by individuals, was recognized by a galaxy of men whose ability in vital and fundamental service in this and in other respects to Chicago in its infancy has placed the city under everlasting obligations to them.

In 1823 Chicago had a population of 65 or 70. Twenty-five years later it had a Board of Trade, and twenty-two years still later it had state controlled public elevators. Thus not only were the people of Illinois benefited, but those of the entire Mississippi River and Missouri River valleys tributary to it likewise were given equal facilities at its great and growing market-place—Chicago.

The General Assembly in obedience to the mandate of the people in 1871 enacted "An act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to ARTICLE XIII of the CONSTITUTION of this State."—In force July 1, 1871.

This law divides grain elevators into Classes A, B, and C. Class A houses are limited to cities of not less than 100,000. Class B embraces all other houses in which grain is stored in bulk in which grain of different owners is mixed together.

Public Warehouses of Class C embraces all other places where property of any kind is stored for a consideration.

The law provides that public warehousemen must advertise their rates of storage during first week of January, and that such rates so advertised may not be increased during the year. Under the provisions of the law such storage must be licensed by the State Public Utilities Commission of Illinois. They must also file a bond with the Commission to be approved by it in a penal sum to be fixed by the Commission. The law forbids discrimination and provides for the mixing of grain of the same grade, unless a special bin is arranged for by the owner of the grain.

The same law in obedience to the same mandate provides for a State Grain Inspection Department.

This law, enacted nearly forty-five years ago and in force during all of this time, placed the State of Illinois far in the lead of every other state. It has been substantially copied in some respects by other states, but none of them have laws so far-reaching and complete. A portion of it, that part relating to common carriers, was the substance of the Interstate Commerce Act. When that law was enacted by Congress this law had been in use more than twenty years and had passed the experimental stage. It was argued that what had proven good for the Commonwealth of Illinois would likewise be good for the nation.



The Summit Grain & Coal Co.'s Elevator at Denver, Colo.

[See page 852.]

Public storage under this act has ranged in total capacity in the City of Chicago up to approximately fifty million bushels. It is and from the first has been open to the public impartially and the proprietors under the law, as a matter of sound public policy, as construed by the Illinois Supreme Court, may not store their own grain in mixture with that of the public. Its maximum efficiency was when the farmers were less able financially than now to hold their grain. They then sold freely immediately it could be delivered. At that time, prior to a decade and a half ago, the fifty millions capacity was at times scarcely enough. Now, with twice the production in the territory tributary to this market, fourteen millions answers the requirements reasonably well. This is in obedience to a prime order of nature, i. e., a movement along lines of least resistance.

At rates of storage in effect now and for some years past, the total yearly charge, should any grain remain in storage continuously for a year, amounts to 12½ cents per bushel. Twenty years ago when rates were higher it amounted to 18c per bushel. Against this on the farm the storage charge is nil. Crib and other farm storage costs little, if the life of the storage be considered, and it is worth nothing while empty. Thus the farmer has the advantage to the extent of this storage cost. Those to whom he sells in central markets can not escape the public elevator charge in holding surplus grain.

The advantages of a state licensed warehouse system to the great public of that section of our fertile Mississippi Valley tributary to Chicago have long been demonstrated. It has served a large and general purpose; it has enabled the public to store grain safely in the care of a licensed and bonded custodian. It has facilitated the accumulating of round lots for lake shipments. It has provided means of doing this during months of closed lake transportation to gain the benefits of lower water rates. It has also served those who have desired to place their grain where it could be utilized as highly acceptable collateral to bank loans. As against government owned storage it has saved the people from paternalism in government, preserving individual initiative, thereby fostering the creative in men and likewise tending to exclude dependence, thus preserving self-respect. True helpfulness resides in helping others to help themselves and not in paternalistic or gratuitous assistance.

State licensed elevators have retained the benefits of competition in fixing their charges, storage being a commodity. At the same time they have protected the public against the exactions of unfair rates besides possible loss of the property, through utilizing privately owned and operated storage.



Crescent Elevator and Mill, Denver, Colo.
[See page 852.]

THE GERMAN POTATO crop is the largest in the history of that country.

THE GRAIN DEALERS JOURNAL is my helper.—H. G. Stauffer, Van Orin, Ill.

I CAN NOT do business without the Grain Dealers Journal.—L. C. Allinger, Delphos, O.

THE GRAIN DEALERS JOURNAL is a valuable paper.—Charles Rockwell & Co., Mt. Vernon, N. Y.

REPORT of the Ohio Board of Agriculture on acreage and production of clover seed Dec. 1 shows that only 19% of the clover acreage sown in 1914 was cut for seed this year, while last year 33% was cut. The estimated yield this year is 1.1 bus. per acre compared with 1.59 bus. last year.

Late News.

Sheridan, Wyo.—The Sheridan Mfg. Co., which operates an elvtr., has completed its new plant which replaces the one that burned last spring.

Tracy, Minn.—Our new elvtr. has 18,000 bus. capacity, and is built entirely of brick with a reinforcing of steel plates. Equipment includes two steel legs, all steel spouting, Richardson Automatic Scale on the working floor and a cleaner. Three 5 h. p. motors are used, one for each leg and the other for cleaner. We have a full platform dump scale. Office building is also of brick, 28x14 feet, with hard maple flooring, birchwood casings, four large windows and two doors. It is divided into two large rooms and a toilet. Ira Buzzell, mgr. Farmers Elvtr. Co.



Plant of the Ady-Crowe Mercantile Co., Denver, Colo.
[See page 852.]

Sec'y Houston Defines Position of Government on Oats Sulfuring.

After hearing the legislative com'tee of the National Ass'n Nov. 8 as reported in the Journal Nov. 10 page 686, asking for a ruling that would recognize sulfur bleached grain as a legitimate article of commerce Sec'y of Agriculture D. F. Houston had the Bureau of Chemistry consider the matter again, with the result that on Nov. 26 Sec'y Houston wrote Lee G. Metcalf, pres. of the National Ass'n, definitely permitting the addition of not to exceed one per cent of moisture to oats. It was the practice of the Bureau of Chemistry to permit such addition of moisture; but until the Secretary made the definite announcement the trade was in the dark. Seizures on account of moisture have been made by the Bureau only in cases where 5 to 8 per cent water had been added, so that the practice of the government will remain the same.

With regard to mixing of barley with oats the practice of the Bureau also will remain the same, as reported in the Journal page 521 of Oct. 10 number, where the allowable percentage of barley is placed by Dr. Alsberg at 5 per cent. And as in the "Bleached Oats Warning" issued Sept. 14 the Bureau will not prosecute under the food and drugs act pending the report of the Referee Board of Consulting Scientific Experts as to the effect of bleaching oats in removing damage or concealing it.

Oats containing added barley are still subject to seizure.

Following is the letter of Sec'y Houston, in full:

Mr. Lee G. Metcalf,
President, Grain Dealers National
Ass'n, Illinois, Ill.
Mr. Herman W. Danforth,
President, National Council of Farm-
ers Co-operative Ass'ns, Washing-
ton, Ill.

Sirs:
At a hearing held Nov. 8, 1915, you and your associates asked, in substance, for a clarification or modification of opinion 150 in Service and Regulatory Announcements No. 15 of the Bureau of Chemistry, issued Nov. 4, 1915, dealing with oats bleached with sulphur dioxide; also for an explanation of the department's position in respect to mixing barley and other grains with oats shipped in interstate or foreign commerce.

You wish to have removed uncertainties existing in the minds of the trade, and definitely to be informed, with reference to the department's interpretation of the Federal Food and Drugs Act as to

(1) the addition of moisture to oats in the course of treatment with sulphur dioxide;

(2) whether oats bleached with sulphur dioxide are adulterated within the meaning of the statute, because, as a result of the treatment, damage or inferiority is concealed; and

(3) the extent to which the mixing of barley and other grains with oats is unlawful.

Full consideration has been given to your representations. You are advised that the department's views are as follows:

First. Oats which, at the time of shipment in interstate or foreign commerce, contain moisture which has been added, by bleaching or other artificial treatment, are adulterated under the Food and Drugs Act. In considering whether any lot of oats contains added moisture the department is guided by the facts relating to that particular lot and not by the moisture content of other individual lots, nor by the average moisture contents of the crop of oats for that entire year. It is, however, not the practice of the Department to recommend seizures or prosecutions on account of added moisture in oats as a result of bleaching unless such added moisture exceeds one per cent.

Second. The changing of the color or appearance of oats by treatment with sulphur fumes presents a question as to the application of the part of paragraph four of section 7 of the Food and Drugs Act, "in case of food," by which articles of food are declared to be adulterated if they be "mixed, colored, powdered, coated or stained in a manner whereby damage or inferiority is concealed."

This provision is not a general prohibition against coloring. Under it, only those oats are adulterated which are damaged or of inferior quality and which have the damage or inferior quality concealed by the bleaching.

The department is informed that the bleaching of oats does not always conceal damage, but sometimes makes it apparent. In other cases, it is claimed that the bleaching of damaged or inferior oats serves to remove the damage or inferiority rather than to conceal it. Whether or not the bleaching of oats as commonly practiced conceals damage or inferiority, cannot be finally decided on the facts now available. Investigations are being conducted, however, with the object of obtaining adequate information on which the department may reach a conclusion as to whether the bleaching of oats conceals damage or inferiority under all conditions, or, if not under all conditions, under what conditions. Pending the conclusions of these investigations and the announcement of the results thereof, the Department will not recommend proceedings under the Food and Drugs Act solely upon the ground that oats which have been bleached with sulphur fumes have been colored or stained in a manner whereby damage or inferiority is concealed, provided that in the case of bulk shipments of oats, the fact that they have been bleached with sulphur dioxide is shown on invoices, bills of lading, and inspection certificates, whenever such certificates are issued, by using the terms "bleached with

sulphur dioxide," "sulphur bleached," or "sulphured," and in the case of shipments in bags, the bags are plainly marked to the same effect. The terms "purified," "purified with sulphur process," and the like, are misleading and are, therefore, not regarded as being proper designations of these products. The department will not hesitate, however, to recommend proceedings under the Act, without notice, if it appears that the conditions herein specified are not complied with, or if it appears that the bleaching of oats results in actual fraud.

Third. The department is of the opinion that oats containing not over 5% of barley or other grain which has not been added to the oats after they were harvested, but which was present with the oats in the field, may be designated "oats." The department is further of the opinion that oats with which barley or other grain has been mixed after harvesting are adulterated and misbranded if they are labeled and sold as oats. Such a mixture should be sold, billed (including all railway records), invoiced and labeled (in case a label is used) as a mixture of oats and the added grain. It is believed that the names of the grains present in the mixture should be given in the order of their weights, beginning with that which is present in the largest amount.

Very truly yours,
(Signed) D. F. Houston,
Secretary.

Pueblo's Grain Handling Facilities

At Pueblo is located the modern warehouse owned and operated by the Andrew McClelland Mercantile, Industrial and Realty Co. The building which is shown in the engraving is 100 feet long by 72 feet wide with walls of brick and roof and basement of concrete. A plate glass skylight extends the full length of the building. Space under the freight platforms is utilized in the basement, giving that floor a width of 84 feet. The room is used for the storage of sacked products, but provision has been made thru the installation of screw conveyors and elevator legs for utilizing it in the storage of bulk grain.

A deck 14 feet wide and extending the full length of the building contains much of the cleaning machinery. One corner of the building is devoted to an office, 12x30 feet, in which may be found a full equipment of labor and time saving devices. A fireproof vault, 10x12 feet, has been built into the office. A fireplace is an added attraction.

Some of the grain cleaning machines are equipped with individual motors set on the frame. The scale is located just inside the door, but in such a position that the truckers do not find it necessary to run over it.

The company operates three additional warehouses, a mill and an elevator of 64,000 bus. capacity. The mill is used for the manufacture of chop, cracked corn, rolled barley and poultry food. Equipment at these modern plants includes a track scale and unloading boot. A car is not moved from the scale until the grain is unloaded and tare weight of the car obtained. Weighing is done by a deputy sworn weighmaster of the Denver Grain Exchange, of which the company is the only Pueblo member.

The officers of the company are Andrew McClelland, pres.; J. F. Sprengle, vice-pres. and mgr.; Tim Barrick, sec'y, and Jas. K. Sweeney, treas. and manager milling dep't. They all insist that Pueblo is the city of opportunity, sunshine and health.

ARKANSAS and Alabama farmers are growing more grain this year than ever before, resulting in a big decrease of cotton production. Lonoke County, Ark., produced only 54 bales, compared with 164 last year.—S.



Andrew McClelland Co.'s Grain Warehouse at Pueblo, Colo.
[See page 852.]

Grain Trade News

CALIFORNIA

Biggs, Cal.—The elvtr. system for storing rice is being urged by growers at this point, Richvale and Gridley.

Wilmington, Cal.—The Farmers Grain & Mfg. Co., of San Pedro, will build a 5-story warehouse south of its present building.

CANADA

Oyen, Alta.—I am agt. of the Farmers Elvtr. Co.—J. H. Lennox.

Sarnia, Ont.—The old elvtr. on the bay shore has been sold and will be dismantled.

Winnipeg, Man.—George Pearson, mgr. of the office of the Smith Murphy Grain Co., died Nov. 21.

Eriksdale, Man.—This station needs an elvtr. and report states that the government is contemplating the erection of one.

Chatham, Ont.—A new elvtr. and warehouse are being built by the William Rennie Co., of Toronto, in connection with its plant.

St. Catharines, Ont.—The Maple Leaf Mfg. Co. sustained a loss of from \$300,000 to \$400,000 when its plant was destroyed by fire Dec. 7.

Winnipeg, Man.—The Grain Exchange has subscribed \$1,500 for gifts for 135 members of the exchange who are at the front in France on active service.

Winnipeg, Man.—The Ogilvie Flouring Mill Co. will give permanent employment in its elvtrs. and mills to as many returning soldiers as possible, teaching them the business.

Dysart, Sask.—C. E. McQuade, of Regina, had a narrow escape from death recently when a manlift under which he was standing fell, carrying a weight of 250 lbs. He received severe injuries.

Calgary, Alta.—The Alberta Farmers Co-operative Elvtr. Co. held its annual meeting last month. A surplus of \$36,000 on last year's business was reported. The company expects to handle 10,000,000 bus. of grain in its 87 elvtrs. No dividends were declared.

Starbuck, Man.—The elvtr. of the Western Canada Flour Mills Co. collapsed a short time ago, the foundation having been weakened by the heavy rains this year. An attempt was made to let the grain out on the lower side, but this was unsuccessful and the building settled 6 ft. east of its former position.

COLORADO

Wiley, Colo.—The Wiley Elvtr. Co. has installed a new engine in its elvtr.

Flagler, Colo.—We operate the elvtr. at this station with Eckert Bros. as our agts.—Farmers Grain Co., Denver.

Seibert, Colo.—A scoop shoveler is operating here. The regular dealer is the Farmers Equity Exchange Ass'n.—S.

Longmont, Colo.—The Farmers Elvtr. & Supply Co. has completed its new 30,000-bu. elvtr. The Burrell Engineering & Construction Co. had the contract.

Denver, Colo.—W. H. Wierman succeeded C. E. Hathaway as mgr. of the Summit Grain & Coal Co. Mr. Hathaway found it necessary to go east for his health.—S.

Matheson, Colo.—We are operating the elvtr. which we recently took over at this place under our own name, with F. N. Clark, of Akron, as agt.—Farmers Grain Co., Denver.

Canon City, Colo.—The loss by fire Nov. 17, sustained by the Peerless Flour Mills Co., is estimated at \$60,000 and is about half covered by insurance. Report states the elvtr. and mill will not be rebuilt.

La Salle, Colo.—We have built an 18x50 ft. warehouse in connection with our new 15,000-bu. iron clad elvtr. and will use it for handling beans. An additional electric motor and separator for cleaning beans have been installed.—T. W. Olsen, mgr. Farmers Grain Co.

Akron, Colo.—The Farmers Elvtr. Co. has installed a feed and corn meal mill with a capacity of 40 tons per day, which will be ready by Dec. 20. A Barnard & Leas Combined Sheller & Cleaner and a 3-roller mill will be put in. G. H. Birchard has the contract.

Limon, Colo.—The Equity Mercantile Ass'n will probably have an elvtr. in operation here within a year. It is at present loading cars with C. M. Somerville as agt. The Russell-Gates Mercantile Co., operating a 4,000-bu. warehouse with J. V. Smith as agt., is considering the erection of an elvtr. Arfsten & Co. operate a 10,000-bu. elvtr. with H. C. Arfsten as mgr.—R. E. Brady, representing Murphy Grain Co., Kansas City, Mo.

Raymer, Colo.—The new elvtr. of the Farmers Elvtr. & Supply Co. will be completed Dec. 20. It has a capacity of 10,000 bus. and is of frame construction with concrete hoppers and is galvanized steel clad thruout. Equipment includes a 10-h. p. oil engine, a 5-ton steel frame wagon scale, Barnard & Leas Separator, a 1,000-bu. automatic scale, Bowsher Feed Mill, Standard Boot and Distributor and a Success Manlift. It is protected from lightning and sparks. A 16x30 ft. warehouse and feed mill room have been erected in connection. G. H. Birchard has the contract.

Craig, Colo.—The Craig Mfg. & Elvtr. Co. has its new 40,000-bu. galvanized steel clad cribbed elvtr. in operation. It has a reinforced concrete foundation and is equipped with a 20-h. p. oil engine, Richardson Automatic Scale, Barnard & Leas Separator, Success Manlift, Standard Boot and Distributor and all steel spouting. A 32x48 ft. warehouse for feed mill and flour has been constructed. The company's mill, which is now about a half mile from the elvtr., will be moved and placed adjoining the warehouse. No expense was spared in constructing the plant. G. H. Birchard had the contract.

Peetz, Colo.—The 10,000-bu. elvtr. of the Farmers Elvtr. & Supply Co. of Sterling, has just been completed. It has heavy concrete hoppers and foundation, all iron clad with heavy screens and copper cables grounded at all corners. Equipment includes a 10-h. p. engine, a 5-ton steel frame wagon scale, Richardson Automatic Scale, Standard Elvtr. Boots and Distributors, one stand of elvtr. legs, of 2,000 bus. hourly capacity, all steel spouting and another automatic scale. G. H. Birchard had the contract for this house and for a similar one which has just been completed for the company at Padroni.

Sterling, Colo.—The Farmers Elvtr. & Supply Co. will have its new 25,000-bu. galvanized steel clad cribbed elvtr. in operation on Dec. 15. The foundation is of reinforced concrete. It has heavy galvanized screens on all windows and copper cables at all corners, making the building spark and lightning proof. The 14 bins are all hoppers with 3 bins over the driveway. Equipment includes a 15-h. p. electric motor, a 5-ton steel frame wagon scale, automatic grain scale, Bar-

nard & Leas Separator and Feed Mill, Success Manlift, Standard Elvtr. Boots and Distributors and rope transmission. A 26x32 ft. warehouse, with concrete basement and floors, has been constructed. G. H. Birchard has the contract.

DISTRICT OF COLUMBIA

Washington, D. C.—W. M. Galt & Co. intend to build an elvtr.—W.

IDAHO

Nampa, Ida.—We have installed some new machinery, but are not increasing the capacity of our plant.—Nampa Flour & Feed Co.

Vollmer, Ida.—We have our mill, which we moved here from another point, almost completed. It has a capacity of 175 bbls. and the elvtr. and warehouse have a capacity of 125,000 bus.—Lewiston Mfg. Co., Lewiston.

ILLINOIS

Monmouth, Ill.—Dan Q. Webster will install a moisture tester.

Tuscola, Ill.—John Ervin, of R. & J. Ervin, is on the sick list.

Graymont, Ill.—The 2 elvtrs. of the Rogers Grain Co. are closed.

Ludlow, Ill.—I am still mgr. of the Ludlow Elvtr. Co.—R. M. Hodam.

Florence, Ill.—Orlando Murray has completed the repairs on his elvtr.

New Milford, Ill.—The Neola Elvtr. Co. is building a large lumber shed.

Emery, Ill.—Henry Luckenbill is now agt. of the Shellabarger Elvtr. Co.

Paris, Ill.—C. H. Wade has installed a 25-h. p. gasoline engine in his elvtr.

Mt. Morris, Ill.—The Farmers Elvtr. Co. has built an addition to its warehouse.

Flanagan, Ill.—The Farmers Grain & Coal Co. has installed a new dump in its elvtr.

Bonfield, Ill.—The Bonfield Grain & Lumber Co. will build an addition to its elvtr.

Peoria, Ill.—H. H. Dewey, of W. W. Dewey & Sons, is the proud father of a baby girl.

Elkhart, Ill.—A new elvtr. will be built here.—L. C. Ohmes, Lincoln Granaries Co., Lincoln.

Emington, Ill.—Geo. C. Tjardes has built a feed room on the east side of his elvtr. office.—G.

Decatur, Ill.—The Shellabarger Elvtr. Co. has completed its new 50,000-bu. elvtr. and feed mill.

Ottawa, Ill.—The Wallace Grain & Supply Co. is building new coal sheds and a flour house.—G.

Decatur, Ill.—Members of the claim com'te of the Illinois Grain Dealers Ass'n met here Nov. 22.

Lowden, Ill.—A new 40-h. p. oil engine has been installed in the elvtr. of the Farmers Elvtr. Co.

Pesotum, Ill.—J. E. Davis, of Davis & Gilles, and wife, are spending the winter in Los Angeles, Cal.

Fogarty Siding (Lincoln p. o.), Ill.—Seth Warrick has resigned as mgr. of the Farmers Grain & Coal Co.

Rankin, Ill.—Thom & Johnson will install 2 motors to take the place of the steam engine at their elvtr.

Woodland, Ill.—I am mgr. of the Woodland Farmers Elvtr. Co.—O. H. Rosenberger, successor to C. Bishop.

Westervelt, Ill.—G. G. Bartscht has again sold his elvtr. Chas. O'Donnell, who has a new elvtr. almost completed here, is the purchaser.

Irwin, Ill.—The R. F. Cummings Grain Co. has removed the shingle roof on its elvtr. and replaced it with an iron one. The interior of the elvtr. has been overhauled.

Decatur, Ill.—The Illinois Grain Dealers Ass'n will hold its annual meeting in this city the 2nd week in May, 1916.

Merritt, Ill.—Wm. F. Breeding is now mgr. of the Farmers Elvtr. Co. which operates a 30,000-bu. elvtr. here.

Padua, Ill.—The recently organized Farmers Elvtr. Co. will either buy the elvtr. here or build a new house.

Hindsboro, Ill.—John Crawford, of J. Crawford & Sons, with his wife, is spending the winter in Los Angeles, Cal.

Alden, Ill.—We have built a feed elvtr. to hold about 15 cars and will handle feed only at present.—Baldock & Clauson.

Smithshire, Ill.—Farmers Grain Co. incorporated; capital stock, \$10,000; incorporators, S. L., T. H. and A. J. Brent.

Wellington, Ill.—S. M. Lockhart has completed his new 45,000-bu. elvtr. which replaces the house that burned Aug. 17.

Shabbona, Ill.—A. Lanon is now agt. of the Neola Elvtr. Co., succeeding Chas. Ray, who was transferred to Baker.—N.

Percy, Ill.—F. Schuette bot the elvtr. and mill of the defunct firm of H. Hahn & Bros. at the receiver's sale on Dec. 1.

Weston, Ill.—George Deetheardt, of Bloomington, has taken charge of the elvtr. of the Weston Grain Co. as resident mgr.

Walnut, Ill.—Thomas Blair, former mgr. of the Mackinaw Grain & Stock Co., at Mackinaw, has taken charge of an elvtr. here.

Roseville, Ill.—G. F. Meacham was elected pres. and W. V. D. Moore, sec'y of the recently incorporated Farmers Grain Co.

Pisgah sta. (Jacksonville p. o.), Ill.—W. H. Mosley is pres. and Aaron Howe, sec'y-treas., of the recently incorporated Farmers Grain Co.

Maunie, Ill.—I am agt. for A. Waller & Co., of Henderson, Ky. They contemplate the erection of a plant here next season.—J. W. Stills.

Lerna, Ill.—J. T. Snowden has opened his elvtr. for the corn season. He expects to make a number of additions to the equipment later.

Cooper sta. (Washington p. o.), Ill.—The elvtrs. of the Farmers Elvtr. Co. at this place and at Deer Creek have received a coat of paint.

Colchester, Ill.—Colchester Elvtr. Co. incorporated; capital stock, \$5,400; incorporators, Chas. W. Welch, Geo. M. Zimmerman and Wm. Murray.

Mackinaw, Ill.—Dave Hensael, ass't mgr. of the Mackinaw Grain & Stock Co., has succeeded Thos. Blair, who has been mgr. for the past 8 years.

Croft sta. (Fancy Prairie p. o.), Ill.—The Middletown Grain & Coal Co., of Middletown, will not build its proposed elvtr. here until next spring.

Flag Center sta. (Rochelle p. o.), Ill.—Hans Hanson has succeeded Adin E. Slaughter, who recently resigned as mgr. of the Flag Center Elvtr. Co.

Orleans, Ill.—The recently organized Orleans Grain Co. incorporated; capital stock, \$8,000; incorporators, Frank Dannerbarger, J. F. Moeller and others.

Kirkpatrick Switch (Macomb p. o.), Ill.—Joe McKamy has built a house over his grain scales and is now operating a coal yard in connection with the elvtr.

Bethany, Ill.—E. A. Walker has been retained as mgr. of the Farmers Elvtr. Co. The company has given \$400 worth of oil for improving the roads from this town.

Mendota, Ill.—W. P. Cavanaugh, representing Lowell, Hoit & Co., of Chicago, and A. C. Moore, a grain dealer of this city, have taken a lease on an office here.

Alexander, Ill.—The gasoline engine in the elvtr. of the F. B. Six Grain Co. exploded. Fortunately no one was injured and it is thot that the engine can be repaired.

Wapella, Ill.—The J. A. Harrison Grain Co. is repairing its office, putting in a new floor and making other improvements.

Frankfort, Ill.—Arthur Stauffenburg, formerly with the Plainfield Grain Co. at Plainfield, has succeeded Henry Stellwagen as mgr. of the Frankfort-Spencer Grain Co.

Lincoln, Ill.—J. C. Diffenderfer, mgr. for the past 12 years of the Lincoln Grain Co., which recently sold its elvtrs., has gone to California with his wife to spend the winter.

Malta, Ill.—A. Theo. Peterson has purchased the elvtr. of A. D. Stanford, and Mr. Stanford will move to his farm in the spring. The sale was made thru James M. Maguire.

Champaign, Ill.—The Ass'n of Non-Resident Members of the Board of Trade of Chicago has been established in this city with offices in the Imperial Bldg. A. C. Strong is sec'y.

Gays, Ill.—Chas. S. Ozee, who has been connected with the elvtrs. of Morris & Stone at this place and Allenville for the past 7 years, has resigned to take up evangelistic work.

Leroy, Ill.—W. F. Crumbaugh expects to erect an elvtr. on the Ill. Central R. R. on his farm, which is 2 miles east of this city, for handling his own grain and that of his neighbors.

Graymont, Ill.—The Farmers Elvtr. Co. contemplates the installation of an electric generator in its detached concrete power house. Current will be used to light the elvtr. and office.

Champaign, Ill.—I am now with Logan & Bryan, of Chicago, at this point, having resigned Nov. 1 as mgr. of the branch office of the Armour Grain Co. at Rochelle.—E. L. Ledbetter.

Hartsburg, Ill.—The Hartsburg Grain & Lumber Co. is building a new scale and scale room. The concrete foundation for the scale has been completed and the room is now being erected.

Kewanee, Ill.—The Farmers Elvtr. Co. expects to let contract at once for its new 40,000-bu. elvtr. Ira Franklin is mgr., Bert Craig, sec'y, and I am pres. of the company.—W. D. Lester.

Weedman, Ill.—John T. Savidge, formerly mgr. of the Farmer City Grain Co. at Farmer City, has succeeded Harry C. Gring, who resigned as mgr. of the Weedman Grain & Coal Co.

Cairo, Ill.—Ira Hastings, who resigned as pres. of the Samuel Hastings Co. a year ago, will return to the grain business on Jan. 1, 1916. He is planning the erection of a large elvtr.

Burton View, Ill.—Louis Paulis, formerly sec'y and treas., has succeeded Henry Gromminga as mgr. of the Burton View Grain, Coal & Lumber Co.

Sterling, Ill.—Dr. John C. Maxwell has formed a partnership with Will P. Quinlevan and will continue to conduct a cash grain business. They will represent Harris, Winthrop & Co., of Chicago.

Farmer City, Ill.—Harry C. Gring, who resigned as mgr. of the Weedman Grain & Coal Co. at Weedman, will join C. F. Scholer and have charge of the elvtrs., Mr. Scholer giving all his time to the track buying dept.

Cairo, Ill.—J. P. Haynes, traffic expert of Chicago, has been placed in charge of the traffic buro of the Board of Trade, effective Jan. 1. This buro has been handled by a com'te, but the increase in business necessitated the employment of a mgr.

Ottawa, Ill.—The elvtr. of H. J. Ruckrigel, containing 21,000 bus. of oats, 3,000 bus. of corn, and 300 bus. of wheat, burned Nov. 28, entailing a loss of \$20,000, which was practically covered by insurance. The flames were discovered first near the top of the elvtr. The house will be replaced with a concrete fireproof elvtr.

Bloomington, Ill.—H. Fisherkeller has resigned as mgr. of the wire office of the E. B. Conover Grain Co. and has taken a similar position with the Bartlett-Frazier Co., succeeding F. G. Rogers, who will return to Chicago.

Manito, Ill.—The Smith-Hippen Co. has built a new wire fence around its crib lots and has erected a new 80 ft. ear corn crib and repaired its other cribs, giving it storage room for 12,000 bus.—A. R. Harbaugh, mgr.

Waverly, Ill.—Daniel McCarty is pres. and J. B. Sears, sec'y-treas., of the recently incorporated McCarty Farmers Elvtr. Co., which will operate an elvtr. at McCarty's Switch, 3½ miles from here.—Farmers Elvtr. Co., Arnold.

Danville, Ill.—Grain dealers of eastern Illinois and western Indiana held a meeting here this month to perfect an organization for the purpose of taking steps with the Interstate Commerce Commission to secure enuf cars to handle their shipments.

Cody sta. (Springfield p. o.), Ill.—Flames from a cob burner ignited the elvtr. of the Central Illinois Grain Co. and spread so quickly that the elvtr., containing 6,000 bus. of corn, was destroyed. The loss is placed at \$10,000 and is covered by insurance.

Brocton, Ill.—Eugene Hollis, 18-year-old employe of the Brocton Elvtr. Co., was severely injured Nov. 24 when he fell from the top of the elvtr. He sustained deep cuts and was probably internally injured. He can not account for the accident.

Darrow sta. (Sheldon p. o.), Ill.—The Farmers Grain Co., whose elvtr. burned Nov. 13, has let contract for a fireproof 45,000-bu. elvtr., 34x34 ft., to the Burrell Engineering & Construction Co. Work was started Nov. 30 and will be completed by Mar. 1, 1916.—Ben B. Bishop, Sheldon.

Ford's crossing (no p. o.), Ill.—Contract has been let by the recently incorporated Somers Township Grain & Coal Co. for a 15,000-bu. elvtr., on the Kankakee & Urbana Interurban line, to Saathoff & Ackerman. Work on the house, which will cost about \$4,800, will be started at once.

Rumpler sta. (Ogden p. o.), Ill.—Work on the new elvtr. of Frank Supple, of Bloomington, is progressing rapidly. The office, which will be 12x20 ft., is being constructed of heavy paving brick, and the elvtr. will be built in the same substantial manner. A switch has been laid by the railroad.

Lane, Ill.—Ed. Hendrix, of Maroa, and Theodore Hendrix, of Clinton, bot the elvtr. of W. T. Lane for \$7,500. They will run it, in connection with their recently acquired elvtrs. here, as the Lane Elvtr. Co. G. R. Lane has been placed in charge. W. T. Lane expects to continue in the grain business at Clinton.

Jacksonville, Ill.—The Jacksonville Grain & Commission Co. has been organized by C. A. Obermeyer and John E. Ross to succeed Greenleaf & Co. in the grain business here. The new company has moved into new offices in the Ayers Bank Bldg. and will act as general correspondent for Jas. E. Bennett & Co., of Chicago.

Lincoln, Ill.—The Lincoln Granaries Co., which purchased the elvtrs. of the Lincoln Grain Co. at this point, Broadwell and Lawndale, is said to be composed of Mr. Rumsey, of Chicago, and Fred Maurer, for many years agt. for Spellman & Co. at Chesterville sta. (Lincoln p. o.).—G. J. Brearley, agt. Spellman & Co., Lawndale.

Farmingdale, Ill.—The loss on our elvtr., which was destroyed by fire Nov. 11 of unknown origin, is \$5,500; insurance, \$4,000. It contained grain valued at \$110; insurance on which was \$2,000. Our intention is to rebuild immediately an elvtr. of 17,000 bus. capacity, equipped with a large sheller, cleaner, 2 stands of elvtr. legs, automatic scale and a 40-h. p. engine.—J. H. Janssen, mgr. Farmers Cooperative Co.

Peoria, Ill.—Edward C. Leisy, pres. Leisy Brewing Co., H. G. Atwood, pres. American Mlg. Co., E. S. McClure, grain dealer, James W. Gordon, grain clerk, and J. C. Aydelott, grain dealer at Pekin, have been admitted to membership in the Board of Trade.—John R. Lofgren, sec'y.

DeKalb, Ill.—Recent improvements to our plant included a new foundation support of concrete and heavy timbers, and some other miscellaneous work, all of which I did myself. The new office recently completed is constructed of Brazil hollow tile, much admired by the citizens of DeKalb and the farmer patrons. As this material has not been used before in this section for the erection of buildings, and as we intend to handle it next season, our office makes a fair sample to show prospective customers.—C. Derrick, mgr., Wakefield Grain Co.

Pekin, Ill.—A verdict in favor of the defendant was rendered in a suit brought by the Burrell Engineering & Construction Co. against the Farmers Elvtr. Co., for \$279, which it claimed was due it for plans drawn for the elvtr. company. The defense of the Farmers Elvtr. Co. was that Mr. Strattan, agt. for the Burrell Engineering & Construction Co., agreed before witnesses that if his company was allowed to bid on the job without prejudice, no charge would be made for the plans. The evidence, however, was that no charge was to be made for the plans if the Burrell Eng. & Const. Co. was awarded the contract. The verdict was contrary to instructions given the jury by the judge; and plaintiff has taken an appeal to the higher court.

CHICAGO NOTES.

W. S. Cowen has moved his offices to the Postal Telegraf Bldg.

The rate of interest on drafts has been fixed by the finance com'te of the Board of Trade at 5% per annum.

Charles Creighton, member of the Board of Trade for a number of years, died Dec. 1, aged 31 years.

The weighing dept. of the Board of Trade will give its 14th annual dinner at the Auditorium Hotel on Dec. 18.—H. A. Foss, weighmaster.

The Grain Dealers Ass'n of the Board of Trade held its annual meeting Nov. 23 at which a dinner and smoker at the Kaiserhof Hotel was enjoyed.

Contract for the erection of the 10,000-bu. elvtr. in South Chicago for the Chicago & Northwestern Ry. Co. has been let to the Witherspoon-Englar Co.

Charles A. Rohde has associated himself with O. S. Nickells and will make a specialty of handling weekly bids and offers. He has been admitted to membership in the Board of Trade.

Charles T. Hulburd, who entered the grain business in the employ of Hulburd, Warren & Co., and was later with W. H. Colvin & Co., has now taken a position with Shearson, Hammill & Co.

The directors of the Board of Trade have been handed a petition asking that the commission for buying corn for shipment from this city for account of a member or non-member shall be ½c a bu. as a minimum.

Twenty-seven new members have been added to the membership list of the Board of Trade Mutual Benefit Ass'n since July 2. Since that date 8 members died and one membership has lapsed. The present value to beneficiaries amounts to \$3,976.

An amendment to Rule XIV, Sec. 5, Paragraph B, was ordered posted for ballot Dec. 7 by the directors of the Board of Trade to raise commission for the purchase of "bran, middlings, screenings and ground feed," from \$5 to \$7.50 per car on 20 tons or less, more than 20 tons, 37½ cents per ton; and to make an exception of "buying corn for shipment from Chicago for the account of either a member or a non-member, the minimum charge shall be ½ cent per bu."

The proposed amendment to the rules of the Board of Trade raising the cost of wire service into branch offices of the private wire houses to \$10 and giving a close supervision over correspondents was defeated by a vote of 555 to 275 on Dec. 8.

Henry D. Hughes, of Hughes & Dier, of Philadelphia, Pa., who had been charged with making false reports to customers and "bucket-shopping trades," was cleared Nov. 30 at a hearing of the directors of the Board of Trade. He had given them free access to his records.

Spring wheat grade rules will not be changed. The Illinois Public Utilities Commission has denied the petition of the Grain Com'te of the Board of Trade as published on page 787 of the Journal, Nov. 25, on account of the difference of opinion on the merits of the change expressed by members of the Board at the hearing.

Otis L. Randall, H. R. Graf, E. E. Pierce, Lawrence E. Rice, J. B. Zeigler and C. W. Pratt have applied for membership in the Board of Trade. Frank S. Cowgill, Kenneth B. Pierce, Jesse L. Smith, Raymond S. Simons, E. Detchon, Walter T. Sullivan, Chas. A. Rohde, Jos. P. Dunlop, Osborn F. Smith and Elmer Martin, of Wolcott, Ind., have been admitted to membership, and the memberships of W. J. Kemp, Truman B. Updike, Hugh S. Paterson, C. E. Remer, Albert Zer, Edward G. Dunn, Claude B. Barbee, H. T. Byford and the estate of E. Noyes have been posted for transfer. Memberships are quoted at \$3,500 net to buyer.

INDIANA

Bowers, Ind.—W. H. Bundy is now mgr. of the Farmers Elvtr. Co.

Hagerstown, Ind.—A 20,000-bu. elvtr. will be erected by the Farmers Elvtr. Co.

Sycamore, Ind.—We recently installed a Boss Air Blast Car Loader.—C. F. Cranor.

Templeton, Ind.—Kennedy Bros. have completed their new elvtr. and it is now in operation.

Winslow, Ind.—The Winslow Mlg. Co. has put a cement foundation under its wagon scales.

Maplewood, Ind.—Grant Martin is mgr. of Edgar Thompson's recently completed 10,000-bu. elvtr.

Stoutsburg sta. (Wheatfield p. o.), Ind.—Stembel & Sons are making needed repairs on their elvtr.

Sheldon, Ind.—Nicholas Crickmore succeeded Wesley Swank Dec. 1 as mgr. of the Sheldon Elvtr. Co.

Lowell, Ind.—The F. C. Brown Grain & Hay Co. has increased its capital stock from \$10,000 to \$20,000.

Camden, Ind.—Roy Hunter has succeeded S. C. Patty as mgr. of the Farmers Grain & Supply Co.

Collett, Ind.—W. L. Henry, of Westport, have bot the elvtr. of Jesse L. Peters and will take possession Jan. 1.

Schneider, Ind.—I have taken charge of the recently acquired elvtr. of the H. M. Freeman Grain Co.—Geo. H. White.

Sharpsville, Ind.—We contemplate remodeling our elvtr. and equipping with electric power.—Batchelor & Batchelor.

Ora, Ind.—Ira E. Rinehart, of Rochester, has bot the elvtr. of the Garman Grain Co. at this point.—Geo. E. White, Schneider.

South Wanatah, Ind.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, John Terry, John Pinkerton and others.

Griffith's Crossing (Otterbein p. o.), Ind.—The W. B. Foresman Co. has an elvtr. here almost completed. This station is half way between Templeton and Otterbein.

Raub, Ind.—Henry Carson is pres., Thos. Fitzgerald, vice-pres., Wm. Reynolds, treas., Scott McEwen, sec'y, and I am mgr. of the recently incorporated Raub Grain Co.—Lee Kelley.

Cyclone, Ind.—The Haywood Grain Co. is building a large barn on its elvtr. ground which will be used to feed cattle the waste grain.

Walton, Ind.—Farmers are organizing a company with a capital stock of \$10,000 to build an elvtr. at once. O. B. Ferguson is sec'y temporarily.

Cortland, Ind.—Job Hamblin has completed his elvtr. and is receiving new corn.—J. S. Guthridge, traveling auditor, Elish Mlg. Co., Seymour.

Mardenis, Ind.—Farmers are forming a company to operate an elvtr. here. They are figuring on buying one of the elvtrs. already built at this station.

Charlestown, Ind.—Charlestown Mlg. Co. incorporated to operate elvtrs.; capital stock, \$5,000; incorporators, S. E. Bolly, Edw. C. and Estella M. Eberts.

Alexandria, Ind.—W. E. Browning, 59 years of age, for more than 20 years a grain dealer at this place and Worthington, died Dec. 1 at Indianapolis.

Richmond, Ind.—Omer G. Whelan, grain and feed dealer, has bot an old factory which he is remodeling into a 3-story elvtr., grist mill and feed store.

Buckeye, Ind.—We started handling grain Nov. 29 in our new 25,000-bu. elvtr., which is up-to-date in every particular.—J. H. Smith & Son, per S. S. Faust.

Monroeville, Ind.—Will Dressel, of Convooy, O., is now agt. of the elvtr. of Neizer & Co., succeeding George Knecht, who has resigned on account of failing health.

Evansville, Ind.—Benjamin Mahrenholz, while unloading a car of wheat at the elvtr. and mill of Brose & Arnold, was struck in the chest with the unloading machinery and injured internally.

Warsaw, Ind.—William Guyatt, successor to the Smith Grain & Mlg. Co., assigned all his property, consisting of an elvtr., mill, grain and other goods, to George Ricketts, trustee, to satisfy his creditors.

Corydon, Ind.—When a pipe leading from a flour mill to an elvtr. sprang a leak 300 bus. of wheat ran into a mill race Nov. 25. Men and boys, who recovered some of the grain, sold it for feed at 50c a bu.

Dinwiddie sta. (Lowell p. o.), Ind.—H. A. Hilderbrandt has been placed in charge of the elvtr. of the Dinwiddie Grain Co. which C. E. Nichols & Co. are operating under lease with option to purchase.—James Dinwiddie.

Colfax, Ind.—We were the victims of safe blowers Dec. 2, who got nothing for their trouble, altho the safe will require new doors. They visited nearly every store in town, getting about \$25 in all.—Lane & Tegarden.

Montmorenci, Ind.—Wm. Burkle is pres. and Mathew Sniffen, sec'y, of the recently incorporated Farmers Elvtr. Co. A site for its new fireproof elvtr. has been purchased and lumber and coal yards will be operated in connection.

Bowling Green, Ind.—Mr. Lewis, of Cloverdale, has bot the elvtr. and mill of the Bowling Green Flouring Mill from Wm. Skelton, Wm. Kohlenberg and J. R. Weldner. The plant was erected 6 years ago at a cost of \$10,000.

Carlisle, Ind.—Clarence Ferguson, an employe of the Home Mill & Elvtr. Co., was severely injured when he slipped recently and his right foot was drawn into a corn conveyor. When he succeeded in releasing himself the foot was badly lacerated and he will be laid up for some time.

Needham, Ind.—My new iron clad corn crib was completed Dec. 1. It has a capacity of 15,000 bus., consisting of 6 bins, air space around each, bevel slats on inside with ventilators both out and inside and a large exchange room in connection. It is joined to and south of the driveway and is up-to-date in every respect.—E. M. Fisher.

Sheridan, Ind.—A. Smith & Co. are building an addition to their elvtr. for seeds and will install an up-to-date seed cleaner. Their other 2 cleaners will be placed in the new addition and another large motor will be installed.

Alert, Ind.—We have completely remodeled our elvtr., installing a larger engine and hopper scales. A new office and dust house have been built and we will be ready to receive grain in a few days.—A. D. Shields, agt. Blish Mfg. Co.

Carlos City, Ind.—We are adding 5,000 bus. additional bin room to our elvtr. and are putting in a wagon dump, stand of elvtr. legs and are generally overhauling our elvtr. Automatic scales will be installed later.—Carlos City Grain Co.

Mooreland, Ind.—We have painted and remodeled our elvtr., installing a new 35-h. p. boiler, furnace, engine, clutches and pulleys on the line shaft to take care of our increasing business. Electric lights will be installed later.—McLellan & Morgan.

Indianapolis, Ind.—Thos. Barnett was arrested recently when he was caught stealing 20 sacks of flour from the Bachman Mfg. Co. The police think him responsible for the theft of hundreds of dollars worth of grain and other property.

Owasco, Ind.—I expect to build a small elvtr. on the Monon, of about 10,000 bus. capacity. I have already built coal bins and will handle corn this winter. This elvtr. will be conducted in connection with my business at Radnor.—Abel Grove, Frankfort.

Azalia, Ind.—The Blish Mfg. Co. is building a new cupola, 16x26 ft. and 26 ft. high, and giving the elvtr. a general overhauling. New hopper scales and a combined cleaner, sheller and corn leg are being installed, making the elvtr. up-to-date in every respect. A. H. Newsom is in charge.—J. S. Guthridge, traveling auditor, Seymour.

Oaklandon, Ind.—John Moore, alias E. Moore, a farmer, was arrested Dec. 2 at Indianapolis, on a charge of forgery. He is charged with buying goods for which he presented a check for \$20 made payable to E. Moore and signed by the Oaklandon Grain Co. This scheme worked so well he tried it a 2nd time, when he was caught and turned over to the police.

Windfall, Ind.—Leroy Urmston, of Indianapolis, and Aubrey W. Legg, of this city, sold the controlling interest in the Windfall Grain Co. to John S. Mitchell, L. L. Cook, J. A. Butner and others. The line of elvtrs. will be managed in the future by L. L. Cook, who succeeds Mr. Legg. The shipments of the company for 1915 exceeded those of any previous year. Mr. Urmston will continue in the grain brokerage business at Indianapolis.—L.

IOWA

Nichols, Ia.—John Foley has taken over the elvtr. of Foley Bros.

Britt, Ia.—The new elvtr. of Mullin & Rawson is practically completed.

Hartwick, Ia.—J. R. Murrell has bot the elvtr. of the McCarty Elvtr. Co.

Alexander, Ia.—Chris Miller has bot the elvtr. of Bowles, Billings & Kessler.

Rockwell, Ia.—Rankin & Clarke have taken over the elvtr. of Rankin & O'Connor.

Boone, Ia.—The Farmers Elvtr. Co. has engaged Mr. Eaton, of Panora, as mgr.—C.

Conesville, Ia.—McKee & Abbott have bot the coal business of McCormick & Owen.

Hanlontown, Ia.—Edward Brunsvold became mgr. of the Farmers Elvtr. Co. on Dec. 1.

Linby, Ia.—Harry D. Mowery, of H. D. Mowery & Co., died Nov. 10, at the age of 34 years.

Carnarvon, Ia.—Wm. Ackerman has secured a position at the elvtr. of A. J. Graham.

Ames, Ia.—The Ames Grain & Coal Co. has bot the elvtr. of the Central Iowa Grain Co.—C.

Chapin, Ia.—Fred Webert, of Sargent, Minn., has bot the elvtr. and residence of H. E. Froning.

Des Moines, Ia.—C. J. Ristvedt, who is representing El. Lowitz, is traveling in Minnesota.—C.

Whitemore, Ia.—L. H. Wagener has succeeded Wagener & Higgins in the grain business here.

Maquoketa, Ia.—George W. Bowman, formerly in the grain business here, died Nov. 13, aged 90 years.

Dunkerton, Ia.—The Dunkerton Grain & Lumber Co. has taken over the business of the Farmers Elvtr. Co.

Redfield, Ia.—O. J. Meredith is agt. of the new elvtr. of the Wright & McWhinney Co., which is completed and in operation.

Strahan, Ia.—The new elvtr. of the Farmers Elvtr. Co. is practically finished. Morris C. Woodfill is sec'y of the company.

Langdon, Ia.—The De Wolf & Wells Co. is installing a new 5-h. p. engine in its elvtr. and is making other improvements.—C. F. Israel.

Tingley, Ia.—Gordon Garver has sold his elvtr. at Clarion and bot the elvtr. of R. S. Spurrier. He formerly managed the elvtr. for Mr. Spurrier.

Oakville, Ia.—Ray Owens, formerly agt. for the A. D. Hayes Co. at Mt. Union, has succeeded Marshall Strawhacker as mgr. of the Farmers Grain Co.

Morningside sta. (Sioux City p. o.), Ia.—The Morningside Elvtr. & Coal Co. has renewed its lease on a building here which it will use for storage purposes.

Ortonville sta. (Waukegan p. o.), Ia.—An elvtr. will be established here by a farmers elvtr. company, of which B. Robison is pres., and E. O. De Atley, sec'y.

Gilbert, Ia.—I have resigned as mgr. of the Gilbert Grain Co., effective Dec. 1. Albert Jacobson, a director, will have charge indefinitely.—C. A. Jenks.

Lytton, Ia.—We have sold our elvtr. to T. H. French, who has been representing Gardiner B. Van Ness, of Chicago, Ill., at Des Moines.—A. Schmitt & Son.

Hornick, Ia.—I will not make any improvements in the elvtr. I recently bot at this place. I formerly owned this elvtr. and sold it 3 years ago.—Fred Haitz.

Des Moines, Ia.—Chas. Tower, traveling representative for the Clinton Sugar Refining Co., has returned from Kansas where he has been booking corn for his company.—C.

Arthur, Ia.—Calvin Clark was badly hurt Nov. 29 at the popcorn elvtr. of the Shotwell Mfg. Co. He stepped on the running belt, breaking the ligaments in one of his legs.

West Liberty, Ia.—Thomas E. Fountain has bot the elvtr. of W. C. Addleman. J. D. Hogan, who has been associated with Mr. Addleman at the elvtr., will remain with the new owner.

Perkins, Ia.—The Dakota Grain Co. is being torn down. It was the first farmers' elvtr. in this part of the state and was operated by Geo. Barber for several years.—J. Eppinga, agt. Thorpe Elvtr. Co.

Cedar Rapids, Ia.—The Kuehl-Lammers Grain & Coal Co. will rebuild its elvtr., which burned Nov. 15, as quickly as possible. The company operates elvtrs. at Norway, Dysart, Watkins and Drake.

Buckingham, Ia.—When our office burned Nov. 1 all the books and fixtures were destroyed and the engine was damaged, but not badly. The fire started between 2 and 3 o'clock in the morning from an unknown cause.—John Knepe, agt. Independent Grain & Lumber Co.

Marshalltown, Ia.—About 35 grain dealers and brokers of this and other central Iowa cities met here Nov. 24 and discussed the marketing, handling and grading of this year's corn crop. Demonstrations of grading were given.

Clarion, Ia.—E. J. Funk, of Humboldt, has bot the elvtr. of Gordon Garver and will take possession Mar. 1, 1916. Mr. Garver, who purchased the elvtr. last July, has now moved to Tingley and taken possession of his recently acquired elvtr. at that place.

Burlington, Ia.—Grain dealers and producers within a radius of 75 miles were invited to attend a meeting Dec. 2 in this city for the discussion of the handling of the new corn crop. A meeting of the grain dealers in and around Cedar Rapids was held in that city Dec. 1.

Des Moines, Ia.—R. M. Reinertson, who represents W. H. Perrine & Co., of Chicago, Ill., in Iowa, is wearing a broad smile on account of the arrival of a boy at his home. He says it will be a long time before he will be able to help him in the grain business.—C.

Dallas Center, Ia.—The Supreme Court of Iowa has reversed the decision of the district court of Dallas County by the D. M. & Ft. D. Ry. Co. to quiet title to ground on which Mr. Whitaker's elvtr. is situated, holding that part of the elvtr. was located on the depot grounds.

SIoux CITY LETTER.

The Board of Trade held its annual meeting Dec. 7. Officers for the year will be elected on Dec. 14.

W. H. Marriott, with the Quinn-Shepherdson Co., of Sioux Falls, S. D., recently underwent a successful operation for appendicitis.

J. T. Eels has succeeded R. C. Roberts as mgr. here for the Armour Grain Co., and Mr. Roberts has been transferred to the company's office at Chicago, Ill.

The C. J. Milligan Co. incorporated; capital stock, \$50,000; incorporators, C. J. Milligan, pres. and treas., H. W. Duggan, vice-pres., and C. H. Nurse, sec'y. The company will do a general grain, feed and hay business.

KANSAS

Cuba, Kan.—The Richard Heinen Grain Co. has engaged Mr. Lightbody as mgr.

Hamlin, Kan.—C. M. Berkley is mgr. of the recently acquired elvtr. of J. H. Berkley.

Minneapolis, Kan.—We are out of the grain business.—Henry Hahn, for G. L. Huyett.

Leoti, Kan.—The Leoti Mill & Elvtr. Co. is covering its elvtr. with new wooden siding.

Herndon, Kan.—Malone & Wenzel are installing a 40-h. p. engine in their elvtr. and mill.

Mayetta, Kan.—A 20,000-bu. annex to the elvtr. of R. L. Miller is now under construction.

Fairview, Kan.—I am now mgr. of the Farmers Elvtr. Co.—T. C. Cook, formerly at Oskaloosa.

Wilmore, Kan.—W. H. Long has resigned as mgr. of the Wilmore Grain & Mercantile Co.

Kinsley, Kan.—A new cleaner and feed mill have been installed by the Kinsley Grain & Lumber Co.

Elkhart, Kan.—E. H. Fisher has installed a 750-bu. Richardson Automatic Scale in his new elvtr.

Kiowa, Kan.—J. M. Miller is mgr. of the new 15,000-bu. elvtr. of the Mackey-McBrayer Lumber Co.—S.

Sterling, Kan.—Jos. Murphy has succeeded J. P. McQueen as mgr. of the Farmers Shipping Ass'n.

Lawrence, Kan.—The cash drawer at the elvtr. of the W. D. Gwinn was pried Nov. 27 and \$1 in change taken.

Topeka, Kan.—M. H. Starr is no longer in the employ of the Kansas Grain Dealers Ass'n.—E. J. Smiley.

Bucklin, Kan.—Mr. Young, of Fowler, has succeeded Preston C. Davis as mgr. of the Farmers Elvtr. Co.

Gerlane, Kan.—H. H. Shields, formerly agt. of the Millers Grain Co., has removed to White Rock, Okla.—P. M.

Brewster, Kan.—A. J. Rasmussen is mgr. of the Farmers Elvtr. Co. which operates a 17,000-bu. elvtr. here.—S.

Langdon, Kan.—The Farmers Elvtr. Co. is remodeling its elvtr., installing a 15-h. p. engine and will hopper all the bins.

Trousdale sta. (Newton p. o.), Kan.—M. J. Cudney is mgr. of the new 20,000-bu. elvtr. of the Farmers Elvtr. Co.

Arnold, Kan.—W. T. Shute, of Hutchinson, has bot the elvtr. of J. M. Kendall and placed Geo. W. Elliot in charge.

Enterprise, Kan.—I have not heard anything regarding the organization of a farmers elvtr. company here.—P. M.

Elyria, Kan.—We have installed a 12-h. p. oil engine, Boss Car Loader, cleaner and expect to put in a grinder.—Farmers Elvtr. Co.

Penokee, Kan.—Work is progressing on our 20,000-bu. elvtr. which will be completed by Jan. 1, 1916.—S. O. Peterson, Peterson Grain Co.

Little River, Kan.—The Burke Grain Co. has installed 2 Richardson Automatic Scales of 1,000 bus. and 1,500 bus. capacity, respectively.

Shields, Kan.—W. T. Shute, of Hutchinson, will build a 10,000-bu. elvtr. here as soon as he obtains a lease. P. N. Holbrook will be in charge.

Hoxie, Kan.—John Thew is pres. and mgr. of the Farmers Union Co-operative Ass'n which is building an elvtr. here.—John W. Schlicher, sec'y.

Caldwell, Kan.—Lee Ames is pres., H. H. Chaffin, vice-pres., and J. E. Damon, sec'y, treas. and mgr., of the recently incorporated Caldwell Mlg. Co.

The Seguin Grain Co., of Seguin, and the Jetmore Co-operative Co., of Jetmore, have been admitted to membership in the Kansas Grain Dealers Ass'n.—S.

Belleville, Kan.—The new 15-h. p. motor which we have installed is a great deal more convenient than steam.—W. S. Hitchcock, mgr. Belleville Grain & Coal Co.

McPherson, Kan.—I have bot the elvtr., known as the Peavy Elvtr., situated on the V. P. R. R., from the Lindsborg Mill & Elvtr. Co. and am now back in the grain trade permanently.—F. P. Hawthorne.

La Cygne, Kan.—I have completed my 8,000-bu. iron clad elvtr., consisting of 8 bins and am now adding a store room to handle the local feed trade. Corn cribs will be erected later.—W. J. Dyer.

Columbus, Kan.—The Kelso Grain Co., of Cherokee, has bot the mill of the Columbia Mlg. Co., which it will use as an elvtr. The machinery in it will be used for making corn meal, chops and other feed.

Hutchinson, Kan.—W. J. Lowe, formerly with the B. Strong Grain & Coal Co., at Conway Springs, has joined forces with the John Hayes Grain Co. He will do the telephone trading and will travel part of the time.

Kanopolis, Kan.—Our elvtr. has a capacity of 25,000 bus. and is located on the Mo. Pac. and the U. P. Railroads. We bot it last June from the Ellsworth Mill & Elvtr. Co.—Carl F. Nienke, Farmers Co-operative Union.

Clyde, Kan.—The hopper over the driveway at the elvtr. of the Farmers Elvtr. Co. broke Nov. 13, allowing hundreds of bus. of wheat to fall to the floor. It was hauled in wagons to the north elvtr. of the Brandon Grain Co., cleaned and loaded in a car.

Scott, Kan.—The Scott City Grain, Feed & Produce Co. has installed an 8-h. p. engine, a 750-bu. Richardson Automatic Scale and has put concrete hoppers bottoms under its bins and a new foundation under its elvtr.

Fowler, Kan.—The Jackson & Woods Grain Co. is the successor to the A. Albertson Grain Co. and the Fowler Elvtr. Co. W. G. Woods, who is a member of the new firm, operates elvtrs. at Moscow. Liberal and Haynes.

Topeka, Kan.—Work is progressing on our 40x60 ft. 2-story addition to our warehouse. It is being built with a concrete foundation and brick walls.—David Boone, vice-pres. Thomas Page Mlg. Co.

Clay Center, Kan.—Albert Kaasch, who has been in the office of the Wells-Abbott-Nieman Co. at Schuyler, Neb., for 14 years, has succeeded H. H. Starkweather, who recently resigned as mgr. of the Snell Mill & Grain Co.

Smith Center, Kan.—Dan B. Dyer, traveling solicitor for the Stevenson Grain Co., of Kansas City, Mo., and candidate for Republican nomination for state auditor, says that only tall husky men are wanted for husking corn in northwestern Kansas.

Hunter sta. (no p. o.), Kan.—This is a new town on the Salina & Northern R. R. Two elvtrs. will be built here, one of which will be operated by a farmers elvtr. company. The old town of Hunter, which has a postoffice, will probably be discontinued.

Larned, Kan.—The Southwestern Kansas Mgrs., an organization of the mgrs. of farmers elvtr. companies of southwestern Kansas, met here Dec. 4 to discuss the action of milling companies in attempting to buy No. 3 wheat at export scale, instead of cent scale.

Great Bend, Kan.—We will erect a 200,000-bu. concrete storage elvtr. to replace the elvtr. which was wrecked by the tornado Nov. 10. The Rock Mill & Elvtr. Co. is repairing its elvtr. which was somewhat damaged by the tornado.—Geo. W. Merillat, Moses Bros. Mills.

Athol, Kan.—The Farmers Union contemplates the erection of an elvtr. which will make the 3rd elvtr. for this station. It was unable to negotiate with the Co-operative Grain Co. for one of its elvtrs. This is a useless step to take, as this town does not have a very large amount of grain to handle.

Tice sta. (Wilburton p. o.), Kan.—During the erection of the new elvtr. of the Morton Grain Co., Wm. Haden, foreman of construction, dropped dead, and John Kline, who succeeded him as foreman, a few days later, fell from the top of the elvtr., a distance of 28 ft. He struck a board in falling, breaking the force of the fall, and escaped with a badly sprained ankle.

Great Bend, Kan.—Our Elvtr. "B," flour mill, warehouse and office building were destroyed in the tornado Nov. 10. One man was killed in our plant, our head miller severely injured, and several other employees more or less injured. We anticipate building from the foundation up, one of the most complete mills in America. It will be of steel and concrete with storage of the same construction. Plans are now being made and we expect to have it in operation before next summer.—William Reid, sales mgr. Walnut Creek Mlg. Co.

WICHITA LETTER.

S. A. Ranson, formerly with the B. Strong Grain & Coal Co., now has charge of the coarse grain dept. of Wallingford Bros.

Frederick Wallingford, the 6-year-old son of S. P. Wallingford, of the Wallingford Bros., was slightly cut about the head when the automobile in which he was riding ran into a streetcar.

The controversy which arose several months ago between P. H. Johnson, of Coldwater, Kan., and the Kemper Grain Co., regarding two cars of wheat, which the latter declined to accept on contract,

has been arbitrated before the Wichita Board of Trade, which recently rendered a decision in favor of the Kemper Grain Co.

The Smith Elvtr. Co. has been organized by W. W. Smith, who has been in the grain business at Holyrood for a long time, R. W. Smith, his son, and G. C. Adams. The company has purchased the elvtr. on the Mo. Pac. in West Wichita and is now ready for business. R. W. Smith has applied for membership in the Board of Trade on transfer from W. R. Watson. Mr. Watson's certificate was dated Dec. 12, 1905, and marked No. 1, being the first membership issued, the price being \$25. The present purchaser paid \$1,000 net to Mr. Watson and will have to pay the transfer fee of \$100.

KENTUCKY

Hawesville, Ky.—R. M. Gillians has succeeded Geo. Bentley as agt. at the elvtr. of the Henderson Grain Co. which has been repaired.

Versailles, Ky.—The Farmers Union Supply Co., operating an elvtr. and mill here, has increased its capital stock from \$6,000 to \$15,000.

Shelbyville, Ky.—We are operating an elvtr., consisting of 11 steel storage tanks, located on the L. & N. R. R. This is the only elvtr. in this district and there are none being built. It is practically new, so no improvements will be needed this year.—Climax Roller Mills.

MARYLAND BALTIMORE LETTER.

New grain drying equipment has been installed by the Baltimore & Ohio R. R. Co. at its tidewater elvtrs. here.

A private wire has been installed by A. O. Slaughter & Co., of Chicago, Ill.—W. E. Harris is mgr. of their branch office here.

The death of Cephas M. Lewis, of Cephas M. Lewis & Sons, a member of the Chamber of Commerce, has been announced.

Russell Tolman, Wm. C. Mott, Carlos Falk, Robert A. Welsh and Edward M. Fallon have been admitted to membership in the Chamber of Commerce and the memberships of Albert Page Cole, Frank M. Cline, A. F. Dresel and Samuel H. Woodland have been transferred.—James B. Hessong, sec'y.

J. A. Peterson has been appointed supt. of the new elvtr. of the Western Maryland Ry. Co. at Port Covington and will have entire supervision of the elvtr. and all grain handled thru the Port Covington terminals. He was formerly supt. of the elvtrs. of the Southern Pacific R. R. at Galveston, Tex. Mr. Peterson states that a 1,000,000-bu. annex will be added to the elvtr. very soon.

LOUISIANA

NEW ORLEANS LETTER.

J. S. Thomas has engaged in business as a forwarding freight broker, on his own account, making a specialty of grain and flour. He was formerly with J. S. Waterman & Co.

Contracts have been let by the John T. Gibbons Co. for the erection of a 250,000-bu. elvtr. which will cost \$250,000 and will be the largest individual plant in the city. The mill will be of steel and concrete construction and will occupy the site of the old mill and elvtr. of the B. Gibbons Co.

Sealed proposals will be received by the Board of Commissioners of the Port of New Orleans until Dec. 29 and then publicly opened, for the construction of a reinforced concrete elvtr. of about 1,000,000 bus. capacity with its equipment except as specified, and including marine tower and about 1,500 ft. of conveyor galleries, located on the east bank of the Mississippi River.

MICHIGAN

Hillman, Mich.—A grain elvtr. is located at this point.

Pigeon, Mich.—The Co-operative Elvtr. & Mlg. Co. incorporated; capital stock, \$35,000.

Posen, Mich.—Business men are seriously considering the erection of an elvtr. at this station.

Port Huron, Mich.—Grain dealers and business men of this city contemplate the organization of a board of trade.

Vassar, Mich.—The Reliance Mlg. Co., operating a 25,000-bu. elvtr., has reincorporated with a capital stock of \$21,000.

Alpena, Mich.—An effort is being made to interest the business men and farmers of this vicinity in a grain elvtr.

Smith's Creek, Mich.—M. P. Shanahan, of Lambs, has bot the elvtrs. of the defunct Richmond Elvtr. Co. at this point and at Doyle.—Bert C. Preston, trustee.

North Branch, Mich.—Our interests in the North Branch Grain Co. were sold to R. J. Rapley of this city.—Bert C. Preston, trustee, Richmond Elvtr. Co., Richmond.

Brown City, Mich.—W. F. Edmunds, of Mt. Clemens, has bot our interests in the Brown City Hay & Grain Co.—Bert C. Preston, trustee, Richmond Elvtr. Co., Richmond.

Mason, Mich.—The employes of the Mason Elvtr. Co., W. B. Dean, mgr., enjoyed a pot luck dinner recently on the occasion of the birthday anniversary of Miss Bernice Dean.

Marine City, Mich.—Frank D. Fairfield, former vice-pres., has purchased the elvtr. and hay sheds of the bankrupt Richmond Elvtr. Co. and the hay sheds at Cottrellville.—Bert C. Preston, trustee.

Stanton, Mich.—W. E. Rasmussen has bot the elvtrs. of O. D. Van Deboget & Co. and will take possession Mar. 1, 1916. He is now building a feed mill in connection with the elvtrs.

North Adams, Mich.—F. I. Williams & Son have fitted up a new office with flat tan paneled walls at their grain warehouse. A new desk and bill and filing cases have been purchased.

Detroit, Mich.—Frank T. Caughey, of the Caughey-Jossman Co., has gone to Honolulu with his wife for a short vacation, and F. J. Simmons, of F. J. Simmons & Co., with his wife, is on his annual winter trip to Florida.

Pinconning, Mich.—The Pinconning Elvtr. Co. has discontinued its corporate existence and has sold its elvtr. and other property to Val B. Klumpp for \$13,000. It is now operated as the Northern Elvtr.—Geo. Barle.

Washington, Mich.—We are making extensive repairs to our grain handling and feed grinding facilities in the elvtr. we recently purchased from the C. L. Randall Co. We are operating under the name of the Washington Elvtr. Co.—R. J. Howland and U. B. Shoemaker, Almont.

Port Huron, Mich.—The Michigan Bean Co. has succeeded the Producers Elvtr. Co. It has been incorporated with a capital stock of \$100,000, with William J. Orr as pres., Frank M. Merrick, vice-pres., Albert L. Riedell, sec'y, and myself as mgr. The new company takes over the property and rights of the Producers Elvtr. Co. at this place, including the newly acquired elvtr. of the defunct Richmond Elvtr. Co., and also the elvtrs. in Harbor Beach, the Boslo Elvtr. at Crosswell and the elvtrs. at Vestaburg and Owendale. As soon as the Board of Trade appoints its inspectors the company will handle a great deal of transit grain. Thru the Grand Trunk Elvtr. connections have been established for handling thru this city and a branch to be established at Sarnia. Branch bean plants will be op-

erated in Canada.—Alfred L. Chamberlain.

MINNESOTA

Waubun, Minn.—Farmers are considering the establishment of a co-operative elvtr. here.

Benson, Minn.—The Benson Mill & Elvtr. Co. has been organized to conduct an elvtr. business.

Jasper, Minn.—The E. A. Brown Co. has completed its concrete oats tank. J. P. Leiss is now mgr. of the Farmers Elvtr. Co.—H.

St. Paul, Minn.—Ground was broken Dec. 8 for the 500,000-bu. co-operative elvtr. that will be built and in operation by next year.

Genola, Minn.—This town was formerly called New Pierz. J. Borgerding & Co. and the Genola Grain Co. are in the grain business here.

Mapleton, Minn.—The recently organized Equity Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, H. B. Greeley, W. E. Ward and others.

St. James, Minn.—C. J. Imholt, former prop. of an elvtr. here, died Nov. 27 following a brief illness. He was at one time in the grain business at Hampton, Ia.

Winona, Minn.—The Gould Grain Co. of Minneapolis will operate under lease Elvtr. "F" of the Northwestern Ry. Co., which has a capacity of 250,000 bus. It was formerly leased to the Western Elvtr. Co.

Ghent, Minn.—The elvtr. of the Western Elvtr. Co. will be torn down this winter. We have built new coal sheds, doubling the capacity and have installed new coal scales.—H. J. Bot, mgr. Farmers Elvtr. Co.

Moorhead, Minn.—A farm elvtr., containing 5,000 bus. of wheat, two small granaries, containing 10,000 bus. of oats and a potato house, on the farm of Fritz Gruhl in Cromwell township, 20 miles from this city, burned Dec. 1. Loss, \$18,000; insurance, \$8,000. The cause of the fire, which started in the elvtr., is not known.

Minnesota elvtrs. handled 253,006,855 bus. of grain during the fiscal year ending Mar. 1, 1915, according to the report of the state tax commission, and under the bus. tax will pay the state \$282,701. Under the law elvtrs., in lieu of all other taxes on grain, pay a tax on all grain handled during the year, the rate being $\frac{1}{4}$ of a mill a bu. on wheat and flax and $\frac{1}{8}$ on all other grains. The figures show that 40 per cent of all the grain taxed in the state was listed in Minneapolis, or 101,299,455 bus. Duluth handled 35,176,996 bus., or 14 per cent, and the remainder was taxed in the country elvtrs. The figures do not represent yields and some of the grain is taxed twice and much never reaches the public warehouse, but the totals may represent approximately the relative volume of yield. Following is the amount taxed: 102,628,390 bus. wheat, 7,456,874 bus. of flax, 43,736,307 bus. of barley, 52,775,047 bus. of oats, 11,667,300 bus. of rye, 31,337,776 bus. of corn, 96,364 bus. of buckwheat and 3,308,788 bus. of other grain.

DULUTH LETTER.

William D. Jones, mgr. for Hallet & Carey, has a new baby girl at his home.

Alterations have been made in the lobbies of the Board of Trade and new booths have been installed.

Membership in the Board of Trade has been granted to A. Laird Goodman, vice-pres. of the Duluth Universal Mlg. Co.

Work on the new 1,750,000-bu. addition to the grain handling plant of the Capitol Elvtr. Co. has been started by the Barnett-Record Co., which has the contract. The contract calls for the completion of the annex by Sept. 1, 1916. The addition will cost about \$700,000 and will double the capacity of the elvtr.

MINNEAPOLIS LETTER.

W. P. Brackett, veteran grain dealer, died Nov. 26, aged 58 years.

Miss Frances Loring, daughter of Albert C. Loring, pres. of the Pillsbury Flour Mills Co., was married last month to Stanley Partridge.

Fred T. Van Strum, formerly in the grain business here and a member of the Chamber of Commerce for 10 years, died Dec. 2, aged 52 years.

Frederick C. Winston has been admitted to membership in the Chamber of Commerce on transfer from W. C. Poehler and Lawrence S. Gregory on transfer from W. D. Gregory.

The following have applied for traveling representatives' licenses: A. J. Kennebrook to represent the Gould Grain Co.; Geo. A. Weir to represent the Great Western Grain Co., and Arnold H. Bock to represent the United Grain Co.

The "oats pit," which was placed on the floor of the Chamber of Commerce about 7 years ago and used but a few times, was removed Nov. 26, as it occupied needed space and made it necessary for the cash salesmen to go a considerable distance to the telephones.

MISSOURI

Elsberry, Mo.—The farmers will organize an elvtr. company here.

Troy, Mo.—The Farmers Elvtr. Co. has applied to the short line for a site for an elvtr.

Springfield, Mo.—Geo. E. Turner has succeeded the Becker Langenberg Commission Co.

Weston, Mo.—A new sheller and cleaner are being installed in the elvtr. of the R. & B. Elvtr. Co.

Oran, Mo.—The Scott County Mlg. Co., of Sikeston, has erected a new granary, 103 ft. high, with a capacity of 500,000 bus.

Clearmont, Mo.—H. E. Combs, formerly in charge of the elvtr. of G. W. Carter, which burned Oct. 21, has moved to Forest City.

St. Joseph, Mo.—The 125,000-bu. additional steel reinforced concrete bins to the elvtr. of the Burlington Public Elvtr. Co. have been completed.

Marshall, Mo.—The Rea & Page Mlg. Co. has installed electric motors for power in its elvtr. and mill, decreasing the cost of insurance about one-fourth.

Ethlyn sta. (Monroe p. o.), Mo.—The Brown Mercantile Co. is operating the elvtr. formerly owned by Theo. Eggering. This is the only elvtr. here.—X.

Shannondale sta. (Salisbury p. o.), Mo.—The post office at this station has been discontinued and mail is now addressed Salisbury p. o. The T. E. Leach Grain Co. operates an elvtr. here.

St. Joseph, Mo.—A test has been made of the dryness of the large reinforced concrete storage bins of the Swift Elvtr. and also of the scales, machinery and other equipment, preliminary to giving possession to the St. Joseph Public Elvtr. Co. under a 10-year operating lease.

The following have recently applied for membership in the Missouri Grain Dealers Ass'n: Wertenberg & Son, Clarksdale; Walters Grain Co., Barnard; Easton Grain Co., Easton; J. H. McDaniel, Hemple; Fisher & Tripp, Jameson; Aunt Jemima Milling Co., St. Joseph; H. L. McClain, Agency, and J. F. Hughes, Osburn, Mo.—J. A. Gunnell, sec'y.

Caruthersville, Mo.—We have taken over the Valley Grain Elvtr. and will handle grain and hay and manufacture corn meal and corn chops. Later we will install machinery for making alfalfa meal. We will also buy and sell mules. J. S. Wahl is pres., J. F. Cunningham vice-pres. and treas., and W. N. Sloan sec'y and general mgr.—Planters Grain Elvtr., Mule & Feed Co.

The railroads have made the proposition that they will establish a scale testing department on their various lines for inspecting scales of their shippers at least twice each year, issuing a certificate of such inspection, provided they receive the endorsement of the Missouri Grain Dealers Ass'n, charging the following rates for this service: Track scales, \$10.00 each; hopper scales, \$5.00 each; wagon platform and automatic scales, \$3.00 each; portable platform scales, \$1.50; plus the necessary expense for labor unless furnished by owner of scales. They will also furnish a weight certificate in duplicate to be filled out and signed by the owner or manager of the shipment at the point of origin; this certificate to be attached to the waybill when shipment is made. The railroads further agree to weigh the loaded car at their first track scales, and should a discrepancy in excess of 500 pounds be noted from the certified weight of the shipper, both the consignor and consignee shall be immediately notified in order that an investigation can be started to see why such discrepancies exist. This plan has been tried out in Oklahoma and has worked very satisfactory to both the shippers and carriers. The plan is also being discussed of establishing a scale testing department by the Ass'n. similar to the one now being maintained by the Illinois, Western and other Ass'ns. Come to our annual convention at St. Louis, Jan. 26-27. These plans will be thoroughly discussed and some plan adopted.—J. A. Gunnell, sec'y Missouri Grain Dealers Ass'n.

KANSAS CITY LETTER.

W. H. Marshall has been admitted to membership in the Board of Trade on transfer of the membership standing in the name of Mason Gregg, deceased.—E. D. Eigelow, sec'y.

A. R. Aylesworth has succeeded E. A. Sullivan as traveling representative for Morrison Grain Co. Mr. Sullivan having resigned his position is taking a short rest preparatory to resuming his activities in the grain trade with another connection.

A resolution in favor of trading in kafir corn for future delivery has been adopted by the directors of the Kansas City Board of Trade, and the rules com'tee of the Board is now drafting an amendment that will regulate future trading, to be voted upon by members.

ST. LOUIS LETTER.

Michael McEnnis, former pres. of the Merchants Exchange and oldest graduate of the St. Louis University, died Nov. 21, aged 89 years. He was an honorary member of the exchange.

E. L. Waggoner, vice-pres. and junior member of the Marshall Hall-Waggoner Grain Co., has sold his interest in the company to the other members and will voluntarily retire. He will go to Florida for the winter. His retirement will make important changes in the company.

The defunct Connor Bros. Grain Co. lost the suit for \$8,188.89 which John V. Lee, trustee in bankruptcy, brot against the Mechanics American National Bank, in which he alleged that within four months of the filing of the petition in bankruptcy, the Connor Bros. Grain Co. turned over to the bank securities to cover a debt of \$8,000 which it owed the bank. Mr. Lee alleged this transfer of securities tended to make the bank a preferred creditor.

Payne & Becker, grain brokerage firm, with branch offices at Kansas City and Mexico, Mo., made an assignment in favor of their creditors. The assets amount to \$160,000 in stocks and bonds, \$135,000 of which has been pledged with banks as security for loans, and liabilities of from \$60,000 to \$70,000. Slow collections are responsible for the assignment. L. S. Fuetterer has been named assignee. The Republic Mfg. Co. had advanced them \$39,000 to buy corn for its mill and started bankruptcy proceedings against them, as it had not received the corn.

Jos. C. Ewart, of Ewart & Co., Lincoln, Neb.; Ralph E. Andrews, of the Dayton Commission Co., and G. S. Hodapp, of the Mound City Elvtr. & Grain Co., have applied for membership in the Merchants Exchange.

Members of the Merchants Exchange will vote Dec. 16 to amend Article 10 of the By-Laws by the addition of 3 new paragraphs, providing that propositions to make new By-Laws or Rules, or to amend existing By-Laws or Rules, shall not be submitted to a ballot of the members unless adopted by a vote of the board of directors at a regular meeting, except as provided in Paragraphs 4 and 5 of this Article. Such a proposition may be submitted to the board of directors at any regular meeting by the endorsement and recommendation in writing signed by at least fifty members. A disapproved proposition may, after the expiration of ten days, be referred to a vote of the members by the submission to the Board, at a regular meeting, of a new endorsement and recommendation in writing, signed by at least ten per cent of the members.—Eugene Smith, sec'y.

MONTANA

Big Sandy, Mont.—I am mgr. of the Farmers Produce Co.—W. A. Schurmann.

Fort Benton, Mont.—We have completed our new 30,000-bu. elvtr.—W. T. Greely, pres. Greely Schmidt Elvtr. Co.

Fairview, Mont.—The Farmers Elvtr. Co. has installed a new cleaner and a Barnard & Leas Feed Mill.—E. G. Carey, mgr.

Ringling, Mont.—The Farmers Elvtr. Co. will have its new 25,000-bu. elvtr. on the C. M. & St. P. completed about Dec. 31.—X.

Mondak, Mont.—The Russell-Miller Mfg. Co. has bot the elvtr. of W. I. Saxton.—J. C. Sullivan, mgr. Farmers Elvtr. Co., Lakeside.

Miles City, Mont.—The Montana State Corn Show will be held in this city, Dec. 7, 8, 9, 10 and 11. This state grows corn as well as copper.

Manhattan, Mont.—John H. Lichtenwalter has resigned as ass't mgr. of the Farmers Grain Co., effective Dec. 1, and will engage in a different line of business.

Three Forks, Mont.—The first load of grain was hauled to the new elvtr. of the Three Forks Mfg. Co. on Dec. 2. The machinery is now being installed in the mill.

Wilsall, Mont.—I have been retained as agt. of the elvtr. which the Bozeman Mfg. Co. took over from the Occident Elvtr. Co. Grain, flour and feed are handled.—J. E. Olson.

Waldheim, Mont.—The Roundup Elvtr. Co. operates the only grain or flat house here. It intends to build an elvtr. in the spring. W. E. Davis is operator.—Joe Beaudet, mgr.

Dixon, Mont.—The Reservation Farmers Grain Co., of Ronan, is operating under lease the 22,000-bu. elvtr. which F. B. Chapman recently constructed here. The company is now building an elvtr. at Ravalli.

Bainville, Mont.—The Williston Mill Co. has completed its new 500-bbl. mill. It bot the elvtr. of the Montana & Dakota Grain Co. and is building a 60,000-bu. elvtr. near the mill.—J. C. Sullivan, mgr. Farmers Elvtr. Co., Lakeside.

Jefferson Island, Mont.—My new 30,000-bu. elvtr. is situated on the Mil. Ry. It has 12 bins and is equipped with a 10 h. p. engine, an 8-ton dump scale, a 1,500-bu. automatic scale, manlift and double chain leg with 6x12 in. cups.—B. F. Antonsen.

Carlyle, Mont.—The Occident Elvtr. Co., of Minneapolis, Minn., and the Golden Valley Farmers Elvtr. Co. are building 40,000-bu. elvtrs. with up-to-date machinery and equipment. This town is only about 6 weeks old.—W. T. Searson, carpenter, Dupree, S. D.

Ekalaka, Mont.—We are taking in grain at our new 35,000-bu. elvtr. which is equipped with a separator and other necessary equipment. A 60-bbl. flour mill is being operated in connection. This station is 40 miles from Baker.—L. R. Rolfe, Baker.

Ravalli, Mont.—The Reservation Farmers Grain Co., of Ronan, has practically completed its new 10,000-bu. elvtr. here, consisting of 8 bins. Equipment includes a 6-ton dump scale, automatic scale, and a 10-h.p. gasoline engine. A 2,000-bu. addition will be built next year. The company is incorporated with a capital stock of \$50,000. L. Deardorff, of Ronan, is pres. and E. J. Price, of Dixon, sec'y.

NEBRASKA

Neligh, Neb.—The Neligh Mills has reopened its elvtr.

Syracuse, Neb.—New corn cribs are being built by the Farmers Elvtr. Co.

Friend, Neb.—Jas. Lonerquan is now employed in the elvtr. of P. J. Mullin.

Preston, Neb.—The Farmers Grain & Stock Co. incorporated; capital stock, \$25,000.

Fridgetport, Neb.—R. T. Ely will manage the elvtr. at this station now under construction.

Dubois, Neb.—Otto Stepanek, formerly mgr. of the elvtr. of G. W. Potts, has now purchased it.

Scribner, Neb.—The Farmers Mercantile Co. is building a 24x30 ft. addition to its warehouse at its elvtr.

Dodge, Neb.—B. P. Reynolds, pres. of the Dodge Mfg. Co., which operates an elvtr. here, died Dec. 3.

Naponee, Neb.—The Farmers Elvtr. Co. will take possession Jan. 1 of the elvtr. it recently bot at this place.

Pilger, Neb.—A new manlift, chute, boot and distributing spout have been installed at the elvtr. of Munger & Co.

Wynot, Neb.—A. Aray will manage the elvtr. which A. H. Hillis has taken over from the Farmers Elvtr. Co.

Beatrice, Neb.—The Pease Grain & Seed Co. has installed new machinery for handling wheat.—R. Davis Grain Co.

Crofton, Neb.—Wallace Cork, with Ruden & McEwing for the past 2 years, is now in charge of the elvtr. of Henry Roberts.

Bellwood, Neb.—Mr. Olesen, of Axtell, is the new agt. of the Central Granaries Co.—John P. Delaney, mgr. Farmers Grain Co.

Southbend, Neb.—W. B. Essick and Howard Johnson, of Manly, are operating an elvtr. on the C. R. I. & P. at this station.

Waterloo, Neb.—R. W. Rapp & Sons are building an elvtr. on their farm. It is 30x40 ft., 80 ft. high, and of frame construction.

Maskell, Neb.—The McCaull-Webster Elvtr. Co. has employed Jacob Iverson to succeed Elmer Wright as agt. at its elvtr. here.

Utica, Neb.—The Farmers Grain Co. has bot the elvtr. of Fritz Beckord and is operating it in connection with its own house.

Allen, Neb.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of W. S. Hart for \$5,000. Possession will be given July 1, 1916.

McCook, Neb.—The Farmers Equity Union has bot the elvtr. and coal yards of the Updike Grain Co. and will take possession about Dec. 15.

Powel, Neb.—We have painted and repaired our elvtr. It is now in first-class condition and we are doing an immense business for the first time in 5 years.—C. W. Samms, mgr. Nelson Bros. Grain Co.

York, Neb.—The Van Wickle Grain & Lumber Co., of this city and Omaha, has asked the railway commission if it is sub-

ject to the provisions of the recently enacted warehouse law. The company, so the commission says, is not. It virtually buys grain from farmers and does not store it. The price is not named at the time of delivery, but is based on conditions at some future date when the actual transfer of property takes place. A charge of $\frac{3}{4}$ c a bu. is made for storage, and the farmers pay this, the railway commission says it is the elvtr. company's grain from the moment of delivery. This is an unusual ruling, but justified, the commissioners say, by conditions.

Kearney, Neb.—A judgment for \$540 was awarded Elijah Stockham in the suit brought by him against the Farmers Elvtr. Co. for \$1,131.77. The suit involved the sale of 8,500 bus. of wheat. The deal was made orally between the two parties. The price at which the defendant agreed to sell was placed at 63c for 5,000 bus. and 63 $\frac{1}{2}$ c for 3,500 bus. A fraction over 1,000 bus. was delivered at the price agreed upon, according to the plaintiff. In the meantime wheat advanced and the 2nd party to the contract failed to make good on the deliveries, according to the plaintiff. There were still due 7,000 bus. and with the price advanced the plaintiff stood to lose the increase on the balance of the grain.

OMAHA LETTER.

Mrs. Anna Wright, wife of Joel H. Wright, Jr., mgr. of the Nebraska-Iowa Grain Co., died Dec. 3.

The loss from the small fire at our elvtr. Nov. 17, which was caused by a hot bearing, was nominal.—Merriam & Millard Co.

Fire of unknown origin Nov. 24 did considerable damage on the top floor of the Crowell Elvtr. The blaze was extinguished by the sprinkler system. Loss is covered by insurance.

Maney Grain Co. incorporated; capital stock, \$100,000; incorporators, J. W. Maney, Jas. Maney, H. K. Schafer and T. B. Tholl. It will be conducted in connection with the Maney Mfg. Co., which is managed by H. K. Schafer and owned by the Maney interests.

The Nebraska Farmers Grain Dealers Ass'n will hold its 13th annual convention at the Hotel Rome in this city Dec. 15 to 17. The addresses of interest to grain dealers are: "The Farmers' Elvtr. and the Community," Guy F. Briggs, Coleridge; "Auditing Accountants," John R. Humphrey, Washington, D. C.; "What We Think of the Certified Accountant," by those companies that have employed them; "Shall the Ass'n Employ an Auditor?" Open discussion, and "The New Stand of Railroads on the Payment of Claims—What Shall Be Our Stand?" Open discussion. The election of officers and the reports of committees are scheduled for Dec. 16 and the executive sessions of mgrs. and directors and the action on the directors and mgrs. meetings for Dec. 17.

NEW ENGLAND

Greenfield, Mass.—J. Edward Lamb, a veteran grain dealer, died Nov. 28 following a brief illness.

Augusta, Me.—The Fuller-Holway Co. is making improvements on its plant, installing an automatic sprinkler system.

Brattleboro, Vt.—E. E. Crosby & Co. and the Valley Grain Co. are the regular grain dealers here. The report that an elvtr. was under construction is incorrect.—X.

Salem, Mass.—We are building a 2-story brick building with basement, on the railroad, to be used in our grain business. We are putting in 2 bins with elevating machinery to handle oats.—C. A. Ketchum & Co.

Franklin, Mass.—Warren K. Gilmore & Sons, grain dealers at this place, Wrentham, Walpole and Norfolk, have bot land and the elvtr., grain sheds and other buildings which they have been operating, from James F. Ray. A spur track is being laid to the buildings.

Taunton, Mass.—The Stanley Wood Grain Co. has bot the grain business of the defunct J. Paull & Co. Owner Coyle will remain as mgr.

Providence, R. I.—A movement has been started to get the com'ites discussing the equipment to be installed at the new city sea wall at Fields Point to recommend the erection of a large grain elvtr.

Enosburg, Vt.—My new elvtr. and mill here are completed. The elvtr. has a capacity of 35,000 bus. and is electrically driven. I am not building an elvtr. at Brattleboro as was reported.—L. L. Marsh.

Boston, Mass.—At the annual meeting of the Chamber of Commerce Nov. 16 Louis K. Liggett was elected pres., Henry S. Dennison, first vice-pres., Henry I. Hariman, 2nd vice-pres., John Mason Little, treas., and James A. McKibben, sec'y. Forrest S. Smith, of Hosmer, Robinson & Co., was one of the directors chosen.—Robt. S. Coffin, first ass't sec'y.

NEW JERSEY

Jamesburg, N. J.—Stonaker & Casey will take possession Jan. 1 of the elvtr. they recently bot from Monroe Weikoff.

NEW YORK

Albany, N. Y.—The Knickerbocker Mfg. & Grain Co. has voluntarily dissolved business.

BUFFALO LETTER.

We have moved our offices to the 8th floor of the Chamber of Commerce Bldg.—Doorty-Ellsworth Co., Inc.

Stephen Blum, 65 years of age, grain shoveler at the Washburn-Crosby Flour Mill, was suffocated to death Nov. 17 in a grain bin at the mill.

The Pneumatic Grain Elvtr. Co. incorporated to do an elevating, storing and transferring business in grains of all kinds; capital stock, \$100,000; incorporators, Donald B. Frazier and others. The company is now building a 500,000-bu. elvtr. on the Buffalo River near the Wheeler Elvtr. and will handle the grain by pneumatic process. It is an auxiliary of the Clover Leaf Mfg. Co. and expects to use half the grain that passes thru the elvtr. for that plant, the other half being used in the regular trade.

NEW YORK LETTER.

L. W. Forbell, of L. W. Forbell & Co., celebrated his 20th wedding anniversary on Nov. 21.

The oats trade of the Produce Exchange will hold its 7th annual banquet at the Waldorf-Astoria on Jan. 22.

Hedley Shaw, of the Maple Leaf Mfg. Co., of Toronto, Ont., has applied for membership in the Produce Exchange.

The Lonsdale Grain Co., of Kansas City, Mo., will establish a branch office in this city to take care of its export grain business.

Daggett & Turnbull have engaged in the grain commission business with connections in Duluth, Minneapolis, Milwaukee and Chicago. George H. Daggett, who has been admitted to membership in the Produce Exchange, has been in the grain business for 25 years at Duluth, Minneapolis, St. Louis, Chicago and this city. Frank M. Turnbull, the other member of the firm, has been handling oats in carload lots for the past 15 years. He has applied for membership in the exchange.

NORTH DAKOTA

Medora, N. D.—N. J. Steffen, of Belfield, will build a small elvtr. here.

Monango, N. D.—A new coal shed has been constructed by the Equity Exchange.

Verona, N. D.—Edward Godfrey is now working at the elvtrs. of Robert Freeman.

Maza, N. D.—We have installed 2 new cleaners in our elvtr.—Farmers Elvtr. Co.

Underwood, N. D.—The McGray & Kjelstrup Elvtr. Co. has succeeded Koenig & Sons.

Sutton, N. D.—K. M. Ellingson is installing a 600-bu. Monarch Cleaner.—C. A. Fitch.

Mandan, N. D.—Claus Strand, of Minneapolis, Minn., has bot an elvtr. at this station.

Elgin, N. D.—A. M. Dahl & Co. have their new elvtr. in operation.—Elgin Equity Exchange.

Northwood, N. D.—J. S. Nelson, formerly agt. of the Great Western Grain Co., is now mgr. of the Farmers Elvtr. Co.

Langdon, N. D.—N. Campbell is agt. of the 30,000-bu. elvtr. which the Langdon Elvtr. Co. purchased from the Amenia Elvtr. Co.—X.

Fullerton, N. D.—The elvtr. of the Fullerton Elvtr. Co. was threatened with destruction Dec. 4 when the railroad depot nearby burned.

Oakes, N. D.—We have bot and taken possession of the elvtr. and mill of the Oakes Flour Mills.—W. A. Pannebaker, Royal Elk Mfg. Co.

St. John, N. D.—A. H. Johnson, of Kelso, has accepted a position as agt. of the Helgerson Ballantyne Elvtr. Co.—J. M. Johnson, Devils Lake.

Streeter, N. D.—Jacob Moser has resigned his position with the Samuel Klaut Elvtr. Co. and has accepted one with the Powers Elvtr. Co.

Temvik, N. D.—Fay Harding is pres., Theo. Meinver, treas., and David Colquhoun, sec'y, of the recently incorporated Farmers Elvtr. Co.

Fairmont, N. D.—I. P. Schei, formerly mgr. of the Crescent Mfg. Co., has bot an interest in the Fairmont Mfg. Co., of which A. E. Jernander is pres.

Germany sta. (Winona p. o.), N. D.—The Bismarck Elvtr. & Investment Co., of Bismarck, is building a 10,000-bu. elvtr. here. It is not finished but is in operation.—X.

Beach, N. D.—G. A. Wallace will have charge of the elvtr. which I recently bot from the Minnesota & Western Grain Co. which will be operated under the name of the N. J. Steffen Grain Co.—N. J. Steffen, Belfield.

Marstonmoor, N. D.—The elvtr. of the Lybeck Grain Co., at Park River, has been razed and moved to this place. It was the oldest elvtr. at Park River, having been built by the Minneapolis & Northern Elvtr. Co. in 1884.

Guelph, N. D.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the Marshall-McCartney Co. and will take possession June 1, 1916. J. S. Waite is pres., and Geo. Bliss, sec'y and treas., of the company.

South Heart, N. D.—I have placed C. E. Frame in charge of the elvtr. which I bot at this place from the Minnesota & Western Grain Co. It is being operated under the name of the N. J. Steffen Grain Co.—N. J. Steffen, Belfield.

Kildeer, N. D.—The recently organized Kildeer Equity Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, J. Grande, of this place, L. E. George, of Oakdale, and Thos. Wirtz, of Fayette. The company has purchased an elvtr.

Colgate, N. D.—The elvtr. of the Farmers Elvtr. Co., containing about 20,000 bus. of grain, burned Nov. 23. The cause of the fire is not known. Loss is fully covered by insurance. As there are 2 other elvtrs. here, the company, of which E. F. Curtis is mgr., will probably buy one of these.

Edgeley, N. D.—The elvtr. formerly owned by the Dakota Grain Co. is now owned by the Pomona Valley Farmers Elvtr. Co. and is called Elvtr. No. 2. It is now being made into a feed grinding auxiliary to its Elvtr. No. 1. A 20-h. p. gas engine and other necessary machinery are now being installed.—A. H. White.

Williston, N. D.—Frank Voll is mgr. of the Farmers Elvtr. Co., Ed Lowe of the City Elvtr. Co., C. W. Jennison of the Williston Mill Co., Brown & Peyton for the Independent Elvtr. Co., M. McKey for the Oscar Hanson Elvtr. Co., S. E. Vander Hoff for the Victoria Elvtr. Co. and M. L. Buckland for the International Elvtr. Co.—J.

Belfield, N. D.—The N. J. Steffen Grain Co. is the name under which the elvtrs. which I bot at this point, South Heart and Beach are now being operated. I have placed Chas. Erickson in charge of my elvtr. here and I will be mgr. of the new elvtr. of the Farmers Elvtr. Co., now being built to replace the house which burned recently.—N. J. Steffen.

Ardock, N. D.—Our elvtr. did not burn Nov. 14 but the interior of the engine room was badly damaged. Gus Jorgensen, agt., was stirring the fire in the soft coal stove when some flames blew out and set fire to a pile of clean waste in the locker and to the oil around the engine. The engine was so badly burned that it cannot be used again and we are putting in a 12-h. p. engine to replace it. Mr. Jorgensen was very severely burned and will not be out of the hospital before the first of the year, when he will resume his position here. J. H. Dwyer, buyer for our company at Clifton, broke his leg in July, but will act as agt. during his absence. Skin grafting will be required on his left hand. The loss to the engine room is between \$600 and \$800, which is covered by insurance. "Wig" Heffern, who, with his brother, owns an elvtr. here, had his face and hands badly burned while helping Mr. Jorgensen out of the elvtr. He was laid up for 2 weeks.—Louis P. Branca, traveling representative, Ely, Salyards & Co.

OHIO

Mingo, O.—Oscar Townsend has purchased the elvtr. at this place.

New Bremen, O.—Edward Holl has sold his interest in the Detjen Grain Co.

Rockford, O.—The Equity Exchange Co. has bot the elvtr. of Behymer Bros.

Columbus, O.—The Ohio Shippers Ass'n held its annual meeting in this city on Dec. 8. J. W. McCord is sec'y.—G.

Brewster, O.—We intended to build an elvtr., but everything has been delayed until spring.—E. T. Firestone, Dell Roy.

Zanesville, O.—Armstrong, Lee & Co. have built an addition to their elvtr. for feed storage. It is 32x56 ft. and 3 stories high.

Wilmington, O.—J. V. Metzger, a grain dealer of this city, has undergone an operation.

Alpha, O.—The Alpha Seed & Grain Co. incorporated; capital stock, \$12,000; incorporators, Frank C. Hubbel, R. W. Munger and others.

Cleveland, O.—A new brick and tile warehouse, that will be known as the Corlett branch, will be erected soon by the Sheets Elvtr. Co.

Grant, O.—I am in charge of the elvtr. which the Sneath Cunningham Co. is operating under lease at this station.—L. B. Einsel, Kenton.

Erlin, O.—No change has been made in the ownership of the elvtr. here. We still own the house which is the only one here.—Vickery Grain Co.

Mt. Sterling, O.—Willis Jones was operated on last week at a hospital in Columbus, and his condition is reported to be very low at this time.—G.

Dallas Crossing (Urbana p. o.), O.—Theodore Young has retired from the firm of C. E. Young & Son. The business will now be conducted as Curtis E. Young.—G.

Versailles, O.—W. E. Vesper, formerly mgr. of the Yorkshire Grain Co. at York-shire, is now in charge of the recently acquired elvtr. of the Home Grain & Supply Co.

Mt. Blanchard, O.—I have disposed of my elvtr. to C. O. Tiffin, who will operate it in connection with the Sneath Cunningham Co.—L. B. Einsel, Kenton.

Bluffton, O.—Mr. Hochstettler has bot the one-fourth interest of Eli Stettler in the elvtr. and we now own the entire business.—Stearns & Hochstettler.

London, O.—Frank Gallagher will be mgr. of the recently incorporated Farmers Grain & Merchandise Co., which will probably buy one of the elvtrs. here.—X.

Buckland, O.—F. J. Rinehart, formerly with the Rinehart Grain Co. at Uniopolis, has bot the elvtr. of the Buckland Mlg. Co. and will assume personal charge on Dec. 15.—R.

Fostoria, O.—The recently organized Farmers Exchange have taken over the 20,000-bu. elvtr. and 75-bbl. mill which Bushman Bros. have been operating as the Buckeye Mills.

Graytown, O.—The Ottawa County Co-operative Co., which operates an elvtr. at Rocky Ridge, has purchased the elvtr. of the Graytown Elvtr. Co., and will operate both plants.

Holgate, O.—S. L. Snyder has sold his half interest in the mill and elvtr. here to his brother, E. F. Snyder. The business will still be conducted as S. L. Snyder & Co., with S. L. Snyder as mgr.—G.

Toledo, O.—A broken arm and severe internal injuries were sustained by Chas. Cameron, salesman for the Churchill Grain & Seed Co. on the floor of the Produce Exchange, when he fell Nov. 27 at the company's plant.

Deshler, O.—The newly formed Farmers Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, F. H. Schwiebert, John Freeman and others. A new elvtr. will be built. Mr. Schwiebert is acting as sec'y of the company temporarily.

Roselms sta. (Grover Hill p. o.), O.—I have bot the elvtr. of Owens & Mericle and am back in the grain business after a vacation of a year and a half's duration. I will have offices with the Garman Grain Co. at Delphos.—L. C. Allinger, Delphos.

Enon, O.—This place was formerly called Snyderville. I have purchased a building on the Erie Ry. and will convert it into an up-to-date 10,000-bu. elvtr. for handling all kinds of grain.—J. S. Harshman, Harshman Grain Co.

Mansfield, O.—Suit has been brot against the Goemann Grain Co. by J. W. Mykrantz for \$15,000 damages. He claims that the grain cleaner which the grain company installed at its elvtr. caused great quantities of dirt, dust and chemicals to settle on his lots.

Hamilton, O.—We will install grain and seed cleaners in our new elvtr. which will have a capacity of 5,900 bus. of small grain and 2,000 bus. of field seeds. It is located on the P. C. C. & St. L. R. R.—C. M. Eikenberry, pres. Eikenberry Bros. Co., successor to Payne & Eikenberry Co.

Waverly, O.—The property I bot from the Pee Pee Mlg. Co. consists of a 15,000-bu. elvtr., 60-bbl. brick flour mill, 30x150 ft. frame warehouse, cooperage shop and 4 acres of land. The plant will be run in connection with our present company, the Grimes-Stritmatter Grain Co.—Edw. Stritmatter, Portsmouth.

Defiance, O.—When Wm. M. Roehrig, pres. and mgr. of the Farmers Grain Co., saw flames pouring from the top of the elvtr. Nov. 23 he went up in the manlift and extinguished the blaze with water from the barrels kept for such an emergency. The company writes that the only damage done was the destruction of a 10-h. p. electric motor.

CINCINNATI LETTER.

The name of the Cincinnati Grain Co. has been changed to the Cincinnati Grain & Hay Co.

Edward E. Smith, mgr. of the Union Grain & Hay Co., was married last month to Miss Alma Barkley.

The Lawrenceburg Roller Mills Co., of Lawrenceburg, Ind., will be represented here by Frank Hoffner, formerly associated with the Gale Bros. Co.

The Hay & Grain Exchange decided by a vote of 20 to 4 to pay the Chamber of Commerce \$2,000 a year for the privileges derived from its connection with the latter body. Its members will have an exclusive corner and will be given exclusive inspection and weighing. An effort will be made to have the wholesale and retail grain and hay men come closer together in their efforts so that they may further their own interests. A movement was started to secure a fund to bring more of the outside trade to Cincinnati.

OKLAHOMA

Perkins, Okla.—R. Hurt has leased the Worley Elvtr. at this station.

Miami, Okla.—The new 15,000-bu. elvtr. of L. A. Miller is in operation.

Carmen, Okla.—I am agt. of the elvtr. of J. M. Sheppard.—W. H. Young.

Beaver, Okla.—Work is progressing on the new elvtr. of D. M. Light & Co., of Liberal, Kan.

El Reno, Okla.—The El Reno Mill & Elvtr. Co. will install a 500-h. p. oil engine at its new plant.

Temple, Okla.—I. D. Connor, of Apache, has succeeded J. W. Enochs, who resigned as mgr. of the Chickasha Mlg. Co.

Beaver, Okla.—The Bolin-Hall Grain Co., of Hutchinson, Kan., has an elvtr. under construction, according to report.

El Reno, Okla.—Walter Miller, formerly bookkeeper for the Canadian Mlg. Co., will hereafter act as grain buyer and city salesman.

Roff, Okla.—The only elvtr. at this station is owned by the Steger Mlg. Co., of Bonham, Tex., successor to the Denison Mill & Elvtr. Co.—X.

Vinita, Okla.—State Commissioner W. G. Ashton conferred with the elvtr. and mill men of this city and Tulsa recently relative to the use of safety devices in their plants. The conference was arranged by C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n.

Washington, Okla.—Fire, of unknown origin, Nov. 29 destroyed the elvtr. owned by H. Wells, which contained about 600 bus. of corn belonging to the A. P. Porter Grain Co., of Kansas City, Mo. Loss, \$5,000 with no insurance. The elvtr. will probably be rebuilt.

Yeager, Okla.—I am building a small elvtr., of about 3,000 bus. capacity, on the Frisco and will operate it under the name of the Yeager Mill & Elvtr. Co. This territory has lots of corn and oats and this house, which will be completed by Jan. 1, 1916, is the only elvtr. here.—C. D. Wood.

Wetumka, Okla.—I have succeeded B. W. Mackey as mgr. of the new 25,000-bu. elvtr. and mill of the Brazil Mill & Elvtr. Co. The equipment includes a 25-h. p. Charter Oil Engine, 2 stands of chop and meal rolls, 2 reels, 5 stands of elvtr. legs, cleaner, a 750-bu. Richardson Automatic Scale, 22-ft. wagon scale and a corn shell-er.—M. M. Pond.

OREGON

Briedwell sta. (McMinnville p. o.), Ore.—A. Olson, of Montana, has bot the elvtr. and warehouse of Mr. Johnson.—Sheridan Warehouse & Storage Co., Sheridan.

Astoria, Ore.—Contract for the construction of the superstructure of the new elvtr. has been let by the Port Commissioners. The estimated cost of the building is \$22,000.

Buena Vista, Ore.—The elvtr. and feed mill of W. S. McLain, containing several tons of grain and feed, was recently burned. Loss on building about \$2,500 and on contents about \$1,500. Insurance, \$1,500.

Bolston sta. (no p. o.), Ore.—An elvtr. is now being constructed to replace the one which burned about a year ago. E. L. Sechirst is mgr.—Sheridan Warehouse & Storage Co., Sheridan.

PENNSYLVANIA

Philadelphia, Pa.—The small fire last month at the Girard Point Elvtr. was quickly extinguished.

Pittsburgh, Pa.—The capital stock of the recently incorporated firm of B. McCracken & Son is \$20,000.

Erie, Pa.—Elvtr. "B" at the Anchor Line docks, containing about 200,000 bus. of wheat, burned Dec. 10. Loss is placed at about \$750,000. Two other elvtrs. were burned.

Scranton, Pa.—Resulting from crossed wires or an explosion, fire threatened the 5-story grain and milling plant of the Miner-Hillard Co. last month. The only damage done was by water.

Hancock, Pa.—The grain and coal business, formerly conducted by J. C. Cook, has been taken in charge by C. C. Stover and H. K. Hartzell, who will operate as the Stover-Hartzell Feed & Grain Co. They will buy and ship grain, hay and straw and will handle feed and coal.

SOUTH DAKOTA

Onida, S. D.—The Farmers Land, Loan & Grain Co. has reopened its elvtr.

Bonilla, S. D.—Peter Clauman, of Pierpont, will manage an elvtr. at this point.

Hartford, S. D.—George Mahl, ass't mgr. of the Farmers Elvtr. Co., will succeed I. S. Henjum as mgr. on Dec. 31.

St. Mary's sta. (Howard p. o.), S. D.—Work is progressing on the rebuilding of the 17,000-bu. elvtr. of Mark Wertz.

Britton, S. D.—An elvtr., with a capacity of 20,000 bus., is being erected by the Britton Mlg. Co.

Manchester, S. D.—B. Gartland reopened his elvtr. this fall.—Chas. Brooks, agt. G. W. Van Dusen & Co.

Marion, S. D.—The carpenter work on the new elvtr. of the South Dakota Grain Co. has been finished.

Roslyn, S. D.—Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, S. J. Reed, O. O. Floren and others.

Volin, S. D.—The elvtr. and mill of the Volin Mlg. Co. have been sold and the new purchasers are making preparations to open for business.

Aberdeen, S. D.—Elvtr. men and farmers report many thefts of grain by automobile thieves. No individual has lost a great amount, but the grain stolen must run up to thousands of bus.

Davis, S. D.—C. C. De Boer has built a new office, put in a new engine and painted and repaired his elvtr. The elvtrs. of the Farmers Elvtr. Co. and the Atlas Elvtr. Co. have been painted.—John De Vries, agt. C. C. De Boer.

Timber Lake, S. D.—The Merchants Mill Co. has been incorporated with a capital stock of \$50,000 by S. J. Simonson and others. The company will have headquarters in this city and will do a general elvtr. and grain buying business at Firesteel, Isabel and other points on the Moreau branch of the Milwaukee R. R.

SOUTHEAST

Roanoke, Va.—The firm of Firebaugh, Pickard & Co. has been changed to W. C. Pickard & Co. T. E. Mason is mgr.—C.

Mobile, Ala.—An option on the elvtr. of the Mobile & Ohio R. R. Co. has been secured by Jos. F. Durham, who will form a company with a capital stock of \$25,000 to operate it. Improvements will be made.

TENNESSEE

Covington, Tenn.—Paul Anderson & Co. are engaged in the grain business in this city.

Cleveland, Tenn.—The safe at the elvtr. of the Cleveland Mlg. Co. was blown Nov. 25 and a small amount of cash taken.—S.

Knoxville, Tenn.—We have heard nothing regarding an elvtr. to be built here.—Richard P. Johnson, sec'y-treas. J. Allen Smith & Co.

Memphis, Tenn.—Nothing has been heard so far of the whereabouts of M. P. McLaughlin, formerly in the grain business here, who disappeared some time ago.

Aspen Hill, Tenn.—Dealers at this point were granted the privilege of shelling in transit by the Tennessee Railroad Commission, following a conference with the officials of the Louisville & Nashville R. R. Only one other city in this state has this privilege.—S.

Memphis, Tenn.—The elvtr. of the H. A. Klyce Co. was visited recently by another fire which did a small amount of damage. The blaze was in the basement and a concrete floor prevented it from spreading. Some grain was destroyed and the machinery slightly damaged.—S.

Knoxville, Tenn.—The Lewis & Adcock Co. has filed a motion for a new trial in its suit against the Southern Ry. Co. for damages to its elvtr. The company claims that sparks from the defendant's engines was the cause of a fire which damaged a large part of the plant. At a recent trial a verdict of \$30,000 was returned, but the grain company claims that the judgment should have been \$16,000 higher, and that one of the jurors attempted to tamper with the rest of the jury by means of whisky, resulting in a lower verdict. The railroad also wants a new trial on the ground that the verdict was not justified.—S.

NASHVILLE LETTER.

The Commercial Club has raised \$50,000 which it will use to secure a lease on a 6-story building for the Grain Exchange and other commercial bodies of this city.

The Golden Grain Cereal Co. incorporated; capital stock, \$150,000; incorporators, H. G. O'Kain, W. M. Carr and others. The company will manufacture cereal products.

The new ruling of the Interstate Commerce Commission, concerning reshipping of grain at this point, will go into effect on Jan. 1, and dealers here are preparing to rearrange their business accordingly.—S.

What promised to be a big victory for Nashville interests located on the Tennessee Central R. R. in the decision of the Supreme Court in the inter-switching case will probably be overthrown by the new tariffs filed by the L. & N. and N., C. & St. L. Under the decision of the Interstate Commerce Commission, the 2 roads were required to switch for the T. C. at rates that do not discriminate between competitive and non-competitive traffic. The roads opposing this order sought to have the Supreme Court grant a stay, but this was refused. The L. & N. and N., C. & St. L. have now announced an increase in switching charges on non-competitive business to \$7.50, and a reduction of the competitive charges to \$7.50. Several Nashville elvtrs. are compelled to bring grain by T. C. routing and have the cars switched to N., C. & St. L. or L. & N. tracks, and the revision will be costly, unless the State Railroad Commission, which also has jurisdiction over terminal charges, will suspend the new rate.—S.

TEXAS

San Antonio, Tex.—The Tamalina Mlg. Co. has been dissolved.

Waco, Tex.—The Clement Grain Co. has installed a 5-bu. overhead portable bagging scale.

NOTICE TO CONTRACTORS

SEALED proposals will be received by the Board of Commissioners of the Port of New Orleans at their office, Suite 200 New Orleans Court Building, until December 29, 1915, at 8 o'clock P. M. for the following equipment for the Public Grain Elevator in New Orleans. Proposals for each item of equipment will be opened separately, and each proposal must be accompanied by cash or certified check as indicated:

CONVEYING AND ELEVATOR BELTING.

For the furnishing F. O. B. New Orleans, of approximately 15,000 lineal feet of elevator and conveyor belting from 22" to 40" wide of 5, 6 and 7 ply.

Deposit with proposal, \$2,000.00 in cash or certified check.

Bond with contract \$10,000.00.

ELECTRIC FREIGHT ELEVATOR.

For furnishing and installing a 2000 pound capacity electrically operated freight elevator.

Deposit with proposal, \$500.00 in cash or certified check.

Bond equal to total amount of contract.

ALTERNATING CURRENT MOTORS.

For furnishing F. O. B. New Orleans, forty-eight (48) 3 phase, 60 cycle 440 volt. alternating current motors from 3 to 150 horse power. Also sliding bases and starting compensators as may be required.

Deposit with proposal \$150.00 in cash or certified check.

Bond with contract \$1,000.00.

2000 BUSHEL SCALES.

For furnishing and erecting seven (7) 2000 bushel capacity grain hopper scales of the trussed lever type.

Deposit with proposal \$500.00 in cash or certified check.

Bond with contract \$2,500.00.

SEPARATOR AND OAT CLIPPER.

For furnishing F. O. B. New Orleans, one 1200 to 3500 bushel per hour capacity elevator separator and one 1500 bushel per hour capacity oat clipper.

Deposit with proposal \$150.00 in cash or certified check.

Bond with contract \$1,000.00.

On and after December 8, 1915, plans and specifications for the foregoing items will be on file at the office of Ford, Bacon & Davis, 921 Canal Street, New Orleans, La., by whom full sets will be furnished to prospective bidders on a deposit of Ten Dollars (\$10.00). This amount will be refunded to all bidders who submit proposals, and return said sets in good condition to the Engineers. To bidders who do not submit proposals, Five dollars (\$5.00) will be refunded upon return of plans and specifications as above.

The right is reserved to reject any and all bids.

(Signed) Ernest M. Loeb,
President.

Carrollton, Tex.—C. E. Hudson, of Dallas, has recommended the erection of a flour mill in connection with the co-operative elvtr. here.

Wichita Falls, Tex.—Wichita Falls Cotton-Grain Exchange, incorporated; capital stock, \$100; incorporators, Frank Kell, D. W. Wiley and others.

Dallas, Tex.—Kent Barber, grain buyer for the Oklahoma City Mill & Elvtr. Co. at Oklahoma City, Okla., has severed his connection and is now with the Morten Mlg. Co.

French sta. (no p. o.), Tex.—J. J. Berry, who has been buying wheat in Colfax and Union counties, N. M., is planning to build a large grain elvtr. He has already put in a weighing machine.

Paris, Tex.—The elvtr. and mill of the Paris Mlg. Co., containing about 5,000 bus. of wheat, burned. As the loss was only partly covered by insurance the plant may not be rebuilt.

Hamilton, Tex.—We now have our new 50,000-bu. concrete elvtr. in operation. It replaces the wooden structure which collapsed Sept. 12. B. J. Carrico had the contract.—Hamilton Mill & Elvtr. Co.

Ft. Worth, Tex.—The Dorsey Grain Co. has brot suit for \$1,000 against the Pittman-Harrison Co., alleging that that company had made a contract July 20 to deliver to it 5 cars of wheat Aug. 15, but failed to do so.

Abilene, Tex.—Sam Cannon will operate the elvtr. of the Gus Roberts Grain Co. and I will buy only carload grain in central western Texas, doing a grain brokerage business also. Mr. Cannon was formerly associated with me at the elvtr.—Gus Roberts.

Dallas, Tex.—The agricultural com'te of the Chamber of Commerce has decided that the co-operative elvtr. plan would be a failure. The elvtr. here is not successful but with the addition of a flour mill the com'te thinks it could be made into a paying proposition.

Nacogdoches, Tex.—The W. T. Wilson Grain Co. is building a 60x120 ft. warehouse on the H. E. & W. T. Ry. The foundation is concrete and the superstructure will be covered with galvanized iron and will be ratproof. It will be used for sacked grain, flour and meal.

Garland, Tex.—We intend to build a 50,000-bu. elvtr., consisting of about 4 tanks for corn, oats, wheat and other grain. We have not decided on the kind of construction. Our company is a stock company composed of the business men of this city.—Z. S. Armstrong, sec'y-treas.

GALVESTON LETTER.

Julius W. Jockusch, who was forced to retire from the grain export business last year on account of failing health, has returned from New York and will resume business.

Repairs to Elvtr. "B" have been completed and grain was moved from the elvtr. Nov. 30 for the first time since the storm of Aug. 17 when the conveyors were torn away. All the carpenter work on the conveyors is not finished but this

does not interfere with the movement of grain.

Grain shippers and railroad men have been in controversy over the question of responsibility since the storm of Aug. 17. The points at issue have been carefully gone over but a compromise has not been reached. Among the grain dealers at the conference Nov. 27 at Ft. Worth were: W. M. Priddy and Frank Kell, Wichita Falls; G. A. Harbaugh, Alva, Okla.; D. J. Donahoe, pres. of the Oklahoma Grain Dealers Ass'n; J. J. Davis, pres. of the Galveston Wharf Co., Galveston; E. C. Hoose, mgr. of the Norris Grain Co., of Kansas City, Mo., and Jule G. Smith, of Ft. Worth.

A delegation of Texas grain men visited New Orleans Nov. 30 to look into the methods of inspecting grain with a view to adopting any improvements. In the party were H. B. Dorsey, sec'y Texas Grain Dealers Ass'n; J. J. Davis, mgr. of the Galveston Wharf Co.; H. Hickman, sec'y of the Board of Trade; E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, and several railroad officials. It was found by those who had investigated the handling of grain at New Orleans that it is inspected immediately upon arrival. If the owner is unknown the grain is unloaded and a warehouse certificate issued, the charges being less than demurrage. Mr. Smiley said that Inspector Richeson has the best and most complete record of all cars that he has ever seen in any inspector's office. A decision was reached whereby the methods of inspection will conform with the wishes of the Texas Grain Dealers Ass'n and others engaged in the grain export business. Under the new method grain will be inspected on arrival instead of upon delivery to elvtrs. as heretofore.

WASHINGTON

Ruff, Wash.—H. S. Griffith is pres., A. Paggensee, vice-pres., L. L. Manester, sec'y-treas., and J. C. Keller, mgr. of our company.—Griffith Union Grain & Trading Co.

WISCONSIN

Rhineland, Wis.—Oneida Grain Co., incorporated; capital stock, \$10,000; incorporators, C. C. Ladd, G. D. Williams and E. H. Rogers.

Manitowoc, Wis.—No change has been made in the management of the elvtrs. which we took over from the Western Elvtr. Co.—F. S. Cowgill, pres. Bartlett-Frazier Co., Chicago, Ill.

MILWAUKEE LETTER.

Max Hottelet, of the Hottelet Co., has been named as a possible candidate for mayor in the next election.

The rate of interest on December advances has been fixed by the com'te on finance as 6%.—H. A. Plumb, sec'y Chamber of Commerce.

The Buerger Commission Co. received a car of barley containing 2,289 bus. or 109,910 lbs. which was unloaded at Elvtr. "A" on Nov. 18. This is probably the largest car ever received here.

Visitors' tickets of admission to the Exchange Room of the Chamber of Commerce will probably be issued at the sec'y's office hereafter instead of being given out by the com'te on furniture and rooms.

Chas. A. Zeman, Edwin S. Mooers, H. F. McCarthy, R. B. Snyder, James N. Jenks, Frank B. Bell and Alfred Hopkins have been admitted to membership in the Chamber of Commerce, and the membership of the estate of R. A. Ritchie has been transferred.—H. A. Plumb, sec'y.

WYOMING

Point of Rocks, Wyo.—A 12,000-bu. granary, to be used for feeding, has been built by S. Curtis and Al Gardner.

Cody, Wyo.—We have sold our grain business to C. E. Hayden, who is mgr. at the present time.—Cody Flour & Feed Store.

Why Farmers Market Corn in Poor Condition.

A large percentage of the oats crop and of the winter wheat crop of 1915 was so badly damaged in the shock that much of it was unmarketable even at stations where cut throat competition encouraged elevator men to buy grain in utter disregard of its quality. It is the same way with much of the corn grown farther north.

Farmers never will equip themselves with facilities necessary to the proper care of their crops until the grain buyers refuse to take in the grain of inferior quality, at any but a heavy discount. Illustrated herewith are a number of wire cribs, uncovered, containing a 6,000 bushel crop of corn near Wessington, S. D., piled on the ground in the open. This South Dakota farmer brags about a yield of 35 bushels per acre. He should be ashamed, not only of the small yield but for the carelessness in caring for the crop which he was able to gather.

Continued rains or snows, melting and freezing, would be quite sure to reduce the value of the crop materially, but of course if the buyers at the nearby elevators accept the entire lot at one price without regard for its condition or quality the farmer can not be blamed for neglecting to protect his corn from the elements.

In reality the country grain buyers are more to blame for the wretched condition in which most of the corn is brot to their elevators than are the farmers, because the elevator men, having convincing proof of the impossibility to ship No. 6 corn and collect the price of No. 2, should pass this information back to the farmer. This country is marketing entirely too much low grade corn, and doubtless 75% of it is due to sheer carelessness. The illustration reproduced herewith is from the Operative Miller.



Six Thousand Bus. of Corn Exposed to Weather in Open Cribs near Wessington, S. Dak.

Supreme Court Decisions

Landlord's Lien.—A landlord, who consents to the sale of a crop raised on his land before the payment of the rent waives his statutory lien therefor, and when he receives part of the proceeds as rent with knowledge of the facts he ratifies the sale.—*Banning v. Livesley*, Supreme Court of Washington, 152 Pac. 4.

Crop Mortgage.—Where a chattel mortgage described the property covered as "200 bushels of corn of my 1912 crop from my said farm," less than 200 bushels being raised thereon in that year, the description of the property was sufficient as against third persons.—*Mitchell v. Abernathy*, Supreme Court of Alabama, 69 South. 824.

Arbitration.—Where an agreement to submit to arbitration is breached and plaintiff wrongfully instituted suit, costs of the arbitration assessed against the defendant by the award cannot be recovered by defendant as damages for breach of the agreement, although costs of suit may be recovered.—*Bullock v. Mason*, Supreme Court of Alabama, 69 South. 882.

Notice to Carrier of Damage.—Provisions of a B/L requiring written notice of damage to be given to the carrier and fixing a time less than that fixed by the statute in which action shall be commenced, in order to be available as defenses, must be pleaded as such; otherwise they are deemed waived.—*Gilinsky v. Ill. Cent. Ry. Co.*, Supreme Court of Nebraska, 154 N. W. 730.

Arbitration.—Where, in a submission to arbitration, no time is fixed within which the arbitrators are to give their award, they are allowed three months; and the award is null if made after the expiration of that delay, unless the time be extended by agreement of parties. In the absence of such agreement, the submission is at an end.—*Hart v. Dupont*, Supreme Court of Louisiana, 69 South. 858.

Consignee's Right to Sue Carrier.—On delivery of goods to carrier on an open B/L, the consignee is prima facie the owner and liable for freight charges, and the consignor cannot recover for negligence in transportation causing increased freight charge, in the absence of proof that he paid the freight, or that, as between himself and the consignee, he retained some title or interest in the property.—*Ellington & Guy v. Norfolk Southern Ry. Co.*, Supreme Court of North Carolina, 86 S. E. 693.

Carrier Can Collect Undercharge After Six Months.—The fact that plaintiff railroad company made a mistake in computing the freight charge and failed to discover it until six months afterwards cannot constitute a waiver or estoppel precluding recovery of the correct amount, since the rate filed with the Interstate Commerce Commission is the lawful, arbitrary and immutable rate; all parties concerned being charged with knowledge of it and its unescapable force.—*Pennsylvania R. Co. v. Titus*, Court of Appeals of New York, 109 N. E. 857.

Furnishing Cars.—The making of a special contract of shipment, as one to expedite delivery or furnish cars to a shipper on a particular day, is within the scope of the apparent authority of a station agent, and the shipper, in the absence of knowledge of a limitation or restriction upon such authority, may make a valid and binding contract with the company, thru him, for the delivery of cars at his station, on a particular day, for the shipper's use.—*McNeer v. C. & O. Ry. Co.*, Supreme Court of Appeals of Virginia, 86 S. E. 887.

Demurrage Charges on Switch Tracks.—The contract between plaintiff railroad and defendant, providing that a switch track shall belong to the railroad, and that it shall be used only for receiving and delivering shipments made to or by defendant, and by plaintiff for any purpose not unreasonably interfering with defendant's shipments, defendant could not use it as a storage track for its own cars without being subject to demurrage charges.—*St. L., I. M. & S. Ry. Co. v. National Refining Co.*, U. S. District Court, Ohio, 226 Fed. 357.

Damages Recoverable for Breach of Contract.—The rule that the measure of damages for the buyer's refusal to accept goods pursuant to an executory contract for the sale of goods not specified is the difference between the price agreed upon and the market value upon the date appointed for the delivery was not applicable, where the contract provided that, if no shipping orders were received from the buyer at the expiration of the period fixed for the delivery, the seller could carry the goods for the buyer's account; the seller being entitled in such case to recover the full contract price, and the buyer being entitled to a delivery of the goods at any time on the payment of the judgment against it, with interest, costs, and proper carrying charges.—*American Malting Co. v. Anthracite Brewing Co.*, Supreme Court of Pennsylvania, 95 Atl. 588.

Evidence That Locomotive Set Fire.—Where it is shown and admitted that live cinders emitted from a locomotive set fire to a store, which, with its contents, was burned, the burden is thrown upon the railroad company, sued for loss, to show that the locomotive was constructed and equipped to prevent the emission of sparks and cinders, so far as that is reasonably possible, and that it was handled prudently and with due regard to surrounding conditions; and that burden is not successfully carried when it appears that, though the spark arrester in use permitted the passage of live cinders in great profusion and of large size when the locomotive was making a "flying switch," the "flying switch" was, nevertheless, made upon a dry day, in a dry season, and when a stiff wind was blowing the cinders upon the old and dry shingles constituting the roof of a frame building only 60 or 70 feet distant.—*Fuller v. C. R. I. & P. Ry. Co.*, Supreme Court of Louisiana, 69 South. 804.

Damage to Cargo.—Where cargo was damaged by sea water which entered thru holes in the plates where the ends of two rivets had broken off, the burden is on the vessel to show the cause of the breakage, and the fact that she encountered heavy weather during the voyage is not alone sufficient to support a finding that it was due to perils of the sea, in the absence of proof that the rivets were in good condition at the commencement of the voyage. A provision in a B/L exempting the ship from liability for loss or damage to cargo caused by "unseaworthiness of the ship at the commencement or at any period of the voyage arising from any latent defect in hull" must be strictly construed, and to bring a case within it the proof must show that the defect was latent at the beginning of the voyage and could not have been discovered by an inspection.—*The Citta di Palermo*, U. S. District Court, N. Y. 226, Fed. 522.

FARMERS ELEVATOR Co., Milbank, S. D., is paying its patrons for the wild oats docked from their grain after cleaning. The wild oats are valued at from 25c to 27c per bushel.

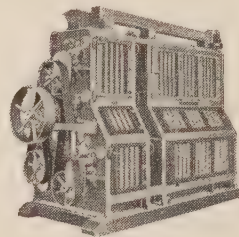
LONDON GRAIN exchanges have held special meetings of protest against the condition of United States wheat. The general belief is that Canadian grading is far more satisfactory, and for that reason much Manitoba wheat is being purchased.

Michigan Elevator Men Make Money Milling Flour

Turn Waste Power, Space and Labor into Good Profit

Messrs. Sprague & Ward, St. Johns, Mich., did not feel they were making enough money out of their grain elevator and feed mill. So they thought they would put in a flour mill, which, they understood, would be the most profitable thing for them to do, as well as supplying a need in their town.

They learned of the "Midget" Marvel Mill, which so many other grain and



The "Midget" Marvel

elevator men have put in, for converting their waste power, waste space and waste labor into a good big round profit. Neither had ever had any milling experience, but in December, 1914, they put in a 25-barrel "Midget" Marvel, which after 8 months had paid them so well and earned such a fine reputation for making good flour, that they were compelled to order a 50-barrel "Midget" mill, which is now being installed.

Their operator, Mr. Fred Ansley, had never had any milling experience either, but after having been instructed by our Mr. Wolcott, the genial "Midget" Marvel agent in that section, he became an expert, and his flour was so satisfactory that within two months he was running the mill night and day.

Mr. Ansley was so well pleased with the "Midget" Marvel that he organized a company at Durant, Mich., and is going to install a 25-barrel "Midget" Marvel mill there as a starter. Messrs. Sprague & Ward will not have any trouble finding a man to take his place, as the "Midget" Marvel requires so little attention that most anybody can run it, without much instruction.

Write today for our interesting free book, "The Story of a Wonderful Flour Mill," which tells all about this marvelous "Midget" Marvel mill wonder that is revolutionizing the milling business. It gives estimates, prices, terms, etc. Write for it today.

Anglo-American Mill Co.
Incorporated
435 Fourth St., OWENSBORO, KY.

GRINDING TESTS

are being conducted by Mr. J. T. Lawler at the San Francisco Exposition in the Palace of Food Products Building, S. E. Corner Court Place, with the "Baby Midget" and three "Midgets" on exhibition.

Feedstuffs

THE FARGO Food Products Co. has been organized at Fargo, N. D.

FIRE recently damaged the plant of the Western Grain & Feed Co., Boise, Ida.

THE H. A. HILLMER Co. has installed a Sprout-Waldron Attrition Mill in its elevator at Dakota, Ill.

HOUSTON, TEX.—The stock feed elvtr. of E. S. Dixon & Co. burned recently with a loss of \$2,500.

THE KUTTAWA Milling Co., Kuttawa, Ky., has been recently incorporated with capital stock of \$12,000.

THE CENTRAL Kentucky Millers Ass'n has started a movement to standardize meal sacks in that state.

THE SEABOARD Feed & Produce Co., Henderson, N. C., has recently installed a 50-ton molasses feed mill.

A. G. ROBERTS, of the Roberts Cereal Mill Co., Butte, Mont., is contemplating the erection of a feed mill.

E. J. PETERSON has been appointed western sales manager of the Northwestern Feed Co., Minneapolis, Minn.

A FEED WAREHOUSE is to be constructed in the near future by the Golden Grain Milling Co., East St. Louis, Ill.

THE PEPTATO Co., Jamestown, N. Y., has been incorporated with \$20,000 capital stock to do a general business in feed.

SAVANNAH MILLING Co., Savannah, Ga., is installing Monarch equipment for the manufacture of cattle and poultry feed.

THE MILL of the Trio Cotton Oil Co., Eastman, Ga., was recently destroyed by fire, the total loss to the company being \$215,000.

J. ALLEN SMITH, grain dealer of Knoxville, Tenn., is contemplating the installation of a plant for the manufacture of feed.—S.

CHICAGO, ILL.—I have purchased no feed mill at Scotts Bluff, Neb., as reported by several of the trade papers.—W. H. Perrine.

THE ALABAMA Corn Mills Co., Mobile, Ala., has installed two tanks of 10,000 gals. capacity each, to be used for the storage of molasses.

THE GENERAL Trading Cor. has been organized at New York, N. Y., with \$100,000 capital stock to handle cereals, feeds and provisions.

THE ANSTED & BURK Co., Springfield, O., has registered the words Humpty-Dumpty, set within an oblong border, as a trade-mark descriptive of its poultry feed.

LAWTHER GRAIN Co., Dallas, Tex., has registered the word United as a trade-mark descriptive of its poultry feed, claiming use of the word since Mar. 15, 1915.

THE RALSTON Purina Co., St. Louis, Mo., has registered the design of two rectangular panels located at opposite ends of a receptacle, as a trade-mark descriptive of its feed.

CHAPIN & Co., Hammond, Ind., have registered the words Green Diamond as a trade-mark descriptive of their mixed feeds for horses, cattle and farm stock, claiming use of the term since 1901.

THE KELSO Grain Co., Columbus, Kan., has taken over the milling business of the Columbus Milling Co., and will manufacture corn meals and chop.

THE ALCO FEED MILLS, Atlanta, Ga., recently organized, is now operating on full capacity. The plant is grinding 125 tons per day of both dry and molasses feeds.

R. A. WITTEMANN, Buffalo, N. Y., has registered the word Protorul as a trade-mark descriptive of his prepared animal food, claiming use of the word since Aug. 11, 1914.

THE WORD "PERFECT" has been registered by the B. F. Chamberlain Co., St. Louis, Mo., as a trade-mark descriptive of the chick and hen feed manufactured by that company since 1889.

THE ATLAS CEREAL Co., Kansas City, Mo., has purchased the cereal plant of the Atlas Oats Co., located in the Kansas City west bottoms. The company will use the mill to specialize on oats products.

AMERICAN BARLEY Co., Carver, Minn., is building a large mill for the manufacture of barley grits. The plant is nearing completion and contract for cleaners, grinders and packers has been awarded.

MILWAUKEE Grain & Feed Co., Milwaukee, Wis., is contemplating the erection of a molasses feed plant. The building will be of concrete and brick construction, three stories high, and will cost \$25,000.

KENTUCKY DISTILLERIES & Warehouse Co., Louisville and Latonia, Ky., has contracted to supply 36,000,000 gallons of alcohol during the coming year. This will result in a greater output of distilled dried meal.

THE FARAMEL Mfg. Co. has been incorporated at Buffalo to operate an elevator and mill for the mixing of feeds. Officers of the company are Dudley M. Irwin, pres. and treas.; C. D. Ferguson, sec'y; Noel Marshall, Toronto, vice-pres., and A. V. Boggs, Toronto, gen'l mgr.

THE FEED MILL recently placed in operation at Sioux City, Ia., by C. J. Milligan has a mixed feed capacity of 40 tons per hour. Two steel grain tanks have been constructed with capacity for 6,000 bus. each. A tank for the storage of 10,000 gals. of molasses is now being erected.

THE ELEVATOR of the Clover Leaf Milling Co., Buffalo, N. Y., is being rapidly completed, the walls and roof of the new concrete structure being in position. The elevator will be 13 stories high, 133 feet long and 45 feet wide. Capacity of the new plant when finished will be 40 cars of feed per day.

THE FEED TRADE is once more made to suffer because a few politicians would garner the farmer vote. This attack on the trade is made in Kentucky and differs somewhat from any previously attempted legislation. All states, and the feed dealers themselves, agree that the practice of tagging sacks of feed is beneficial to all concerned. But not content with this, or perhaps fearing that some of the farmer voters are unable to read, a color scheme has recently been devised. For instance, a yellow tag, of the particular hue used by boards of health to denote smallpox, cholera, and other contagious diseases, indicates to the Kentucky consumer that the sack contains a certain percentage of by-products with no real feeding value. A

white tag with big red letters denotes that the feed is not quite so bad as that with the yellow tag, but still far from the best, and a white tag, with reasonably large black letters is the symbol of purity. Each feed dealer must also consent to post, in a conspicuous place on the wall of his store, a large 3½-foot sign warning the farmers to pay heed to the coloring of tags. It is being alleged by some dealers that the new tagging system and warning signs have been devised to further the sale of one certain brand of feed, the politicians thus gaining the double victory of increasing their farmer votes thru remunerative means.

GRAIN DEALERS must guard against receiving musty wheat from farmers, as after the wheat is frozen the mustiness can not be detected by smell. It is generally believed many farmers are holding wheat of this kind for zero weather. Heating a sample of each load received will restore the odor and detect any intended fraud.

PRELIMINARY official estimates from 20 countries respecting yields of wheat in 1915 make their aggregate output 3,793,000,000 bus., an increase of 550,000,000 bus. over the crop of 1914 and larger than that of 1913, the previous high record, by 233,000,000. These nations ordinarily produce over 80% of the so-called world crop, and comprise, among others, the 6 great surplus-producing states. For complementary countries official statistics are not yet extant, but it is a matter of more or less definite knowledge that their yields, as a whole, are not likely to vary widely from the normal. It is therefore apparent that the world crop in 1915 largely exceeds that of any previous year and surpasses that of 1914 by several hundred million bushels.—U. S. Dept. of Agriculture.

FOREIGN situation shows decreasing stocks and grave apprehension over future supplies. Private sources of information, as well as the censored public channels, indicate an acreage seeded in Europe that is less than half that of last year. Until March the total source of supply is North America and after that it will be divided between Argentine, Australia and North America. Australian surplus will be small. We believe that foreigners are large owners of December wheat and will either take delivery of same or will exchange their holdings for May wheat at an attractive discount to them for the May. This long interest is found in all the primary markets, particularly Chicago, Duluth, Minneapolis and Winnipeg. We foresee the possibility of much higher prices when winter weather pinches Europe and forces increased consumption.—W. H. Perrine & Co.

Feedstuffs Movement in November

Receipts and shipments of feeding stuffs at the various markets during November, 1915, compared with November, 1914, were as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chi., lbs.	57,400,000	45,680,000	142,176,000	90,672,000
St. Louis, sacks	190,590	97,200	191,260	127,470
Milwaukee, tons	43,700	29,260	44,904	26,256
Minneapolis, tons	12,202	7,573	68,856	48,783
Peoria, tons	5,915	4,680	18,726	7,912
Kansas City, tons	3,200	3,920	13,180	13,880
New York, tons	2,657	.....	459,100	.....
San Francisco, tons	1,706	914	.....	.....

Supply Trade

My country, 'tis of thee,
Land of publicity,
Of thee I sing.
Land where they advertise
All things 'neath the skies
With ginger and enterprise
Let "Copy" ring.

BLOOMINGTON, ILL.—The B. S. Constant Mfg. Co. has increased its capital from \$30,000 to \$50,000.

ALL BUSINESS is built on human desires and advertising is the supreme quick method of creating them.—Jas. Keeley.

MAROA, ILL.—The Maroa Mfg. Co. has declined to become a part of the slaughter fest across the ocean and recently turned down a large order for shells from the Allies.

YOUR PROSPECTIVE customers are not mind readers. You must tell them what you want to sell, why it is good, why it is of advantage to them—invite them to buy. Advertise.—F. McNaughton.

DES MOINES, IA.—The Des Moines Brewing Co. is transforming its plant into a factory for the making of a newly invented telephone meter which measures the length of time a telephone is being used. About 400 men will be employed.

CHICAGO, ILL.—The Weller Mfg. Co. is sending out a 1916 filler for the desk calendar which they sent to the trade a year ago. This calendar has been more than welcome in every office, and the trade will be glad to receive the new filler.

WE ARE just in receipt of the very attractive wall calendar issued annually by Henry Simon Ltd., Manchester, England. This calendar has always been gratefully received. The figures are large and easy to see and under each date is an axiom for the day.

CHICAGO, ILL.—A. H. McDonald reports a lively demand for rebuilt gas and gasoline engines. During the past two weeks he has sold engines to the following: Litchfield Elvtr. Co., Litchfield, O.; National Elevators, Indianapolis; W. F. Peppmuller, Spencer, S. Dak.; Hart & Parshall, Dundee, Mich.; Stanford Mills, Stanford, Tex.

WASHINGTON, D. C.—S. S. Brill of the Bureau of Foreign and Domestic Commerce on his return from an investigation of the hardware markets of South America brought a grain sampler equipped with a black leather sheath, which he states meets with a large sale in Uruguay. This sampler could be supplied by U. S. manufacturers. A specimen sampler is on exhibition at the New York office of the Bureau; No. 203, file No. 776.

WITH NO GRAIN elevators, the farmers of Alabama are bucking obstacles which are impassable. I have over 1,000 bus. of corn which I am unable to market, while if we had elevators this could be stored and the receipts negotiated.—O. D. Steele, Selma, Ala.

THE DUTY on corn imported by Spain after Nov. 26 has been suspended by a royal decree, and this exemption is to be effective until the price of corn which is now 23 pesetas per 100 kilos is reduced to 20 pesetas. That corn used in the manufacture of alcohol is not included.

The Hess Out-Door Conditioner

Patented June 1, 1915



Here's a Sample Letter

TALLULA FARMERS ELEVATOR COMPANY

Tallula, Illinois, Nov. 24th, 1915.

Hess Warming & Ventilating Co., Chicago, Ill.

Gentlemen:—Find enclosed our check for \$91.83 for Grain Conditioner shipped us some time ago.

The Conditioner certainly is an improvement for the Country Elevator. The only thing that we regret is that we did not investigate it sooner and install one before this harvest. Any three cars of grain handled thru it will pay for it. We certainly had some grain to test it out with this year, and have done so to the entire satisfaction of our Board of Directors. I called them in one day and showed them some wheat we had in the house, and kept them there in the office a few hours and then showed them this same wheat again after it had been over the Conditioner just once; and they at first refused to believe that it was the same wheat. Then they went out and climbed upon it and watched it work, and were more than pleased with the investment, and each one decided we had lost at least \$1500.00 by not installing it at the beginning of this harvest.

Just say for us, that if anyone who contemplates purchasing one doubts the work it will do, he will soon be convinced if he will go see one in operation.

We are enclosing postal card cuts of house showing the conditioner as we have it installed. If you want the films from which these were made let me know, and I will get them for you.

Your truly,

TALLULA FARMERS ELEVATOR COMPANY,
S. C. Shaw, Mgr.

THE HESS OUT-DOOR CONDITIONER takes your grain outdoors in the sun and wind and tumbles and blows it till it is sweet and cool. It is not a **Drier** but it is a mighty **improver** of grain. Heating corn is cooled, sweetened and brightened up. All kinds of grain are improved. Requires no heat nor power. Sold on trial and we pay freight both ways if you don't find it valuable. Suitable for every kind of elevator or mill.

HESS WARMING & VENTILATING COMPANY

907 TACOMA BLDG., CHICAGO

HESS DRIERS and BROWN-DUVEL MOISTURE TESTERS are Everyday Necessities This Winter

Grain Carriers

FORT WILLIAM and Port Arthur elevators loaded 74 grain cargoes during the last week of November.

DENVER, COLO., Nov. 25.—Shortage prevails of cars suitable for shipment of grain.—Farmers Grain Co.

ARDOCK, N. D., Nov. 25.—Cars hard to get.—Louis P. Branca, traveling representative Ely, Salyards & Co.

OWING TO SHORTAGE of cars the Baltimore & Ohio is reported as placing an embargo against all export grain from Buffalo.

STEAMER RATES from Gulf ports to Havana will be advanced from 5 to 25% effective Jan. 1. Rates on grain will be increased 5c per 100 lbs.

CHICAGO Ass'n of Commerce has complained to the Interstate Commerce Commission of the advance in grain rates via the Great Lakes.—P.

FOREIGN BUILT vessels admitted to American registry since enforcement of the act of Aug. 18, 1914, number 170 with gross tonnage of 580,375.

CHICAGO Board of Trade has complained to the Interstate Commerce Commission of the increased rates on grain from Chicago to eastern cities.—P.

THE SALINA Northern Ry. of Kansas is now in operation and the first car of wheat shipped over the line was loaded at Culver for the Bruce Bros. Grain Co., Kansas City.

CAR SHORTAGE on the Illinois Central is handicapping grain dealers in the vicinity of Mattoon and Humbolt, Ill., one dealer having 70,000 bus. of new corn which he is unable to load.

B. P. HILL Grain Co., Freeport, Ill., has asked the Interstate Commerce Commission for a refund of \$83, alleging excessive rate on corn from Eldena, Ill., to Milwaukee, Wis.—P.

INTERSTATE Commerce Commission which has been appealed to by shippers seeking relief from the embargoes against export grain placed by nearly all eastern railroads, holds that it has no authority to act in the matter.

THIRTY-FIVE VESSELS were loading grain at Fort William on Dec. 6. None of the cargoes will be unloaded at Buffalo before January. The rate to Lake Erie side ports is quoted at 5½c with owners asking 6c.

MINNESOTA Supreme Court has upheld the ruling of the lower court awarding the Farmers Elevator Co., Lansford, N. D., judgment against the Great Northern Ry. for loss of a carload of flaxseed. The shipment was lost during transportation to Minneapolis.

CANADIAN GOVERNMENT will soon announce an all rail rate on grain from Fort William and Winnipeg to St. John, the new rate to become effective immediately upon the close of lake navigation. It is not expected that the new rate will be much higher than the present lake and rail rate.

SELDOMRIDGE GRAIN Co., Colorado Springs, Colo., in a complaint to the Interstate Commerce Commission, alleges that on a recent shipment of corn to New Mexico a car minimum weight of 76,000 lbs. was applied instead of 40,000 lbs. Refund of \$36 is asked.—P.

WATER RATE on wheat from Duluth to Buffalo is now 3¼c and 4c where winter storage is included.

SWEDISH-AMERICAN Steamship Co., recently organized, expects to have its steamer Stockholm in New York shortly after Dec. 11. It is predicted that much grain will be carried by the new line, but the cargo for the first voyage has not been made public.

THE DELAWARE, Lackawanna & Western Ry., with more than 6,000 loaded cars on its tracks between New York and Scranton, Pa., instructed its agents on Nov. 26 to accept no more freight for export until further notice. Many of the cars held contain grain and feed which the road has been unable to move for 80 days.

CANADIAN Railway Commission has granted the Canadian Pacific Ry's request for an extra charge on cars remaining on hand at Cartier, Que., after the expiration of 72 hours from the time of arrival. A delay of 96 hours will call for an extra charge of \$1, while if held 168 hours a penalty of \$6 per car is imposed.

ARMOUR GRAIN Co., Chicago, has filed a complaint with the Interstate Commerce Commission against railroads in the Central Freight Ass'n alleging that on shipments of grain under transit rules extra charges have been imposed on shipments out of Buffalo for eastern points. These excess charges are said to amount to \$8,000.

FORMATION of a sand bar in the Mississippi River at Memphis, Tenn., is seriously affecting river shipping at that point. The bar covers 40 acres and the deepest part of the channel at that point is now only six feet. Vessels of deep draft cannot reach the wharf and the government has been asked to relieve the situation.—S.

D. D. AND BERT COTTRELL, elevator operators of Terre Haute, Ind., have asked the Interstate Commerce Commission for relief from rates now being charged on shipments of grain over the Chicago, Terre Haute & Southeastern Ry. Transit privileges at Perkins are also asked, it being alleged that these privileges are extended to other grain companies.

PRESIDENTS of eastern railroads held a meeting Nov. 30 in the New York office of Pres. Rea, of the Pennsylvania, to discuss means of relieving the present freight congestion along the Atlantic seaboard. It was decided to transfer the steamers Siberia, Manchuria, Mongolia, Korea and Kroonland, now operating in the Pacific, to service in the Atlantic.

OWNERS of the steamer P. D. Armour have recovered judgment against the Geo. Urban Milling Co. and the Buffalo Grain Co. in the U. S. District Court for part of the expense of lightering the grain cargo of the boat which ran aground when entering Buffalo harbor on account of cross currents, the court holding that the grounding was due to accident, not to negligence of the master.

THE PENNSYLVANIA and P. C. C. & St. L. Rys., were found guilty on Dec. 7 of giving rebates on shipments of grain. Hearing was held at Chicago before Federal Judge Landis and the possible fines total \$500,000. Indictments charge the refunding of \$2 per car on shipments made to eastern points by the B. A. Eckhart Milling Co. during 1912 and 1913, the rebates in many instances amounting to \$300 per month.

INTERSTATE COMMERCE COMMISSION has denied the trunk line railroads a rehearing of the case asking that the rail carriers be permitted to retain control of the lake carriers. As the railroads declined to ask the rehearing themselves, applications were made by attorneys for the shippers.

TOLEDO, St. Louis & Western Ry. is placing upon many Bs/L covering shipments of grain, a rubber stamp to the effect that the contents of car is of the 1915 harvest and has been exposed to unusual wet weather conditions. The stamp adds further that the carrier receives the grain with the understanding that the road assumes no liability on account of heating or sprouting unless unduly delayed in transit.

PLACING OF EMBARGOES by eastern railroads on grain and other freight destined for export has led to the formation of a comite of railroad men which will hold daily meetings in the east in an endeavor to enlist the co-operation of shippers. The carriers are awaiting an early decision by the Interstate Commerce Commission as to whether they may impose demurrage charges on grain held up both in cars and elevators.

AN EMBARGO was placed by the Pennsylvania Ry. Nov. 29 against shipments of corn and oats for export from Baltimore, Philadelphia, New York and Newport News. The company's lines at all principal ports are congested with grain and other freight for export, and owing to the scarcity of ships into which to transfer the freight the embargo is said to be the only means of relieving the congestion.

MARINE INSURANCE, which expired on the Great Lakes Dec. 1, will be continued for the first 12 days of December at greatly increased rates. Cargo rates have more than doubled, advancing to 1%, while hull rates advanced from ½ of 1% to 1% for the first five days, ¾ of 1% for the following three days and 1% for the first 12 days of December. That date is expected to terminate all navigation on the Lakes.

THE FEDERAL Trade Commission, in seeking a means of further protecting American shippers, has discovered that United States exporters are entirely at the mercy of the foreign owned steamship lines. Many communications to the Commission complain that these lines are charging nearly 75% of the total value of American wheat for carrying the grain to Europe. In reply to a recent inquiry for ideas the Commission has received thousands of letters from shippers engaged in foreign trade. These will be summarized before any steps are taken.

A YEAR or two ago the Minnesota Railroad and Warehouse Commission made a ruling abolishing certain switching charges at Minneapolis. The railroads took an appeal to the County Court. The case has been recently tried but as yet not been decided. It will undoubtedly go to the Supreme Court before it is settled. In the meanwhile, shippers will be obliged to pay the actual switching charges incurred on all shipments received at Minneapolis. Country shippers are not as a rule held to pay switching charges at the large terminal market gateways except in a few special instances and the railroads should certainly absorb the switching charges at Minneapolis the same as is done at Chicago and other terminal markets.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

THE LEHIGH VALLEY and Jersey Central have placed an embargo on domestic freights. The embargo on the Central road also applies to all export freight.

CHATTANOOGA PACKET Co. has added a large towboat to its fleet, to operate between Joppa, Ill., and Chattanooga. The boat has a capacity of 100 carloads.—S.

TRUNK LINES at Baltimore are proposing storage charges on bulk grain for export. The Chamber of Commerce has asked the Interstate Commerce Commission for a hearing in opposition to the plan.

INTERSTATE Commerce Commission on Dec. 7 approved the increased rates on grain shipped from points on the Great Northern in Minnesota over the Kansas City Southern in Kansas, Missouri and Oklahoma.

TRANS-MISSISSIPPI Elevator Co. has brot suit against the Union Pacific Ry. for \$1,200 alleging loss of a carload of grain. In a shipment of 112 carloads it is said grain to the value quoted was lost either thru shrinkage or handling.

ADVANCES in grain freight rates on the N. Y. C. & St. L. Ry. were suspended by the Tennessee Railroad Commission recently. The rates were to have been effective Jan. 12. A hearing has been set for January 30 at which shippers will be asked to testify.—S.

CONGESTION of freight at New York is acute. On Dec. 1 more than 40,000 cars were held up, 90% of which called for lighterage. This condition is not the fault of the railroads alone, one factor being the inability of purchasers to take away their goods. Six roads have placed embargoes against export freight, three of the carriers including grain.

THE RAILROADS operating lake carriers must give them up on Dec. 15. The original order of the Interstate Commerce Commission calling for this divorce set the date as Dec. 1; but it was subsequently changed to Dec. 15 to give the carriers an opportunity to complete the season of lake navigation under the old system. With most of the railroads the past season has been unprofitable from the standpoint of lake earnings so little opposition to the ruling is expected.

A COM'ITE representing the railroads of the country appeared before the Interstate Commerce Commission at Washington on Dec. 9 to ask relief from the present car shortage situation. The further restricting of free time was asked and also the cancellation of the average rule agreement which has enabled certain classes of shippers to hold cars. It was proposed that the rules be changed to allow 48 hours of free time after which a charge of \$1 per day for three days be assessed, \$3 each for the next three succeeding days and thereafter \$5 per day.

THE CANADIAN Pacific Railway branch extending from Mowbray to Windygates, N. D., is expected by the grain trade in the northern part of the state to carry a large tonnage of grain in the future. Canadian and United States customs officers have agreed to permit shipments for Duluth or Minneapolis to pass over the road even tho some distance of the haul will be in Canadian territory. The same rate has been made on shipments of this kind that is in effect on the Great Northern Ry., but the length of haul on the Canadian Pacific is much shorter and consequently there is less delay.

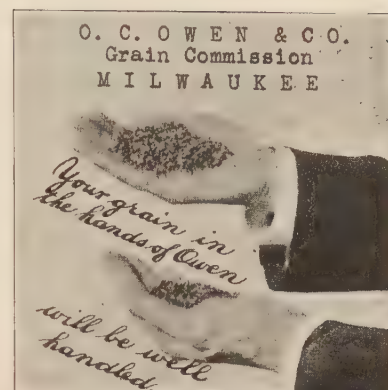
INTERSTATE COMMERCE COMMISSION has heard testimony of the Miller-Jackson Grain Co., Tampa, Fla., and the Atlantic Coast Line Ry., in the controversy over a demurrage bill. The grain company alleges that the carrier permitted a carload of hay, consigned to the Miller-Jackson Grain Co., to remain in its freight yard 45 days without sending notification of its arrival. The consignee says it knew nothing about the car until it was discovered by accident in the railway yards.

INTERSTATE COMMERCE COMMISSION has rendered its decision in the complaint alleging lower rates on import rice from Gulf ports to destination than obtained on domestic rice between the same points. The Commission has found that since the import rates on brewers' rice are not made with relation to domestic rates, but are controlled under the import rates from north Atlantic ports, the discrimination has not been proven, except where the differential in the two rates is greater than that recognized between the Gulf ports and the north Atlantic ports. The relationship between the import and domestic rate from Gulf ports to Pueblo and Salt Lake City was found unjustly discriminatory.

REFUNDS for overcharges in freight rates on shipments of grain have been ordered by the Interstate Commerce Commission as follows: C. M. & St. P., \$15 to E. C. Horst, San Francisco, Cal., barley, California to Wisconsin; C. R. I. & P., \$112 to Crowell Eltr. & Grain Co., Omaha, Neb., corn, Nebraska to California; K. C. Ry., \$112 to B. F. Hargis Grain Co., Kansas City, Mo., wheat, between Missouri points; C. R. I. & P., \$12 to Canadian Mill & Elevator Co., El Reno, Okla., wheat, Oklahoma to Boston, and \$12 to Anderson Grain Co., corn, Iowa to Kansas; A. T. & S. F., \$15 to Van & McComb; oats, Oklahoma to Texas; I. C., \$24 to Halliday Elevator Co., Cairo, Ill., corn, Illinois to Mississippi; Erie, \$10 to O. Gandy & Co., South Whitley, Ind., oats, Indiana to Pennsylvania; and the C. R. I. & P., \$44 to Cape Co. Milling Co., Jackson, Mo., corn, Missouri to Arkansas.—P.

CARGO of wheat carried by the steamer Alfred P. Wright, which burned and sank near Houghton, Mich., has been sold to the Brooks Elevator Co., Minneapolis. The cargo consisted of 106,000 bus. of wheat, all but 20,000 of which were submerged, together with the hull. That grain remaining above water sprouted within a few days after the sinking and by the time C. E. Grafft made the purchase for his company the top layer was a mass of green. The steamer Cream City has taken a large part of the wheat to Milwaukee where it will be dried and cleaned, and a Duluth company will salvage the balance. The grain was enroute to Cleveland, having been sold by the W. S. Moore Grain Co., Duluth. The purchaser is under bond to the federal government to keep the wreck lighted during salvaging operations. After the grain is removed it is believed the hull will be towed ashore and abandoned.

MANY KANSAS FARMERS are building grain elevators on their farms, and between Helvey and Daykin a number of farmers are building combination plants, in which each owner uses a part of the bins. The elevators average about 2,500 bus., and have been found to be paying investments.



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The right hand pages show—Sold, under which the following information is recorded; Date; To Whom; Bushels; Grade; Shipment; Price; By Whom Sold, How; and Remarks.

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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Rates on grain from United States to Cuba will be advanced from 18c to 23c shipside, and from 20½c to 25½c landed, effective Jan. 1.

M. K. & T. quotes a rate of 15c on corn and 17c on wheat from Council Bluffs, Ia., Nebraska City and Omaha, Neb.; to Ft. Smith, Ark., effective Dec. 29.

C. B. & Q. in 10743-C quotes rates on grain from Kentland, Lisbon Center, Central and Saratoga, Ill., to Chicago, East Joliet, and Joliet, Ill., effective Dec. 30.

C. P. & St. L. quotes an export rate of 14.7c on corn and 15c on oats from Pekin and Peoria, Ill., and stations taking same rates; to New Orleans and Pt. Chalmette, La., effective Dec. 20.

C. G. W. in Sup. 19 to 15,159 quotes rates on grain products and seeds in carloads from stations on the C. G. W. Ry., or its connections to East Dubuque, and Keithsburg, Ill., effective Jan. 1.

Ill. Cent. in Sup. 25 to 2299-C quotes proportional rates on grain and grain products from Council Bluffs, Ia., and Omaha, Neb.; to its stations and Paducah, Ky., and St. Louis, Mo., effective Dec. 13.

Mo. Pac. in Sup. 33 to 4746 quotes proportional rates on linseed cake and meal from Fredonia; to Topeka, Kan., and on flaxseed and screenings from stations in Minn.; to Fredonia, Kan., effective Dec. 28.

C. G. W. in Sup. 34 to 14,903-C4 quotes rates on grain in carloads from Atchison, Kansas City, Kan., Kansas City, and St. Joseph, Mo., to other stations on the C. G. W. Ry., or its connections, effective Jan. 1.

C. G. W. in 117-A quotes rates on grain and flour from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, and Winona, Minn., to stations in Ark. and Mo., on the St. L. S. W. Ry., effective Jan. 1.

C. G. W. in Sup. 43 to 14,854 quotes rates on grain and grain products from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, to other stations on the C. G. W. Ry. or its connections, effective Jan. 1.

C. G. W. in Sup. 16 to 22-A quotes rates on grain, grain products, flaxseed and millet seed in carloads from stations on the C. G. W. Ry. in Ia., Kan., Minn., Mo., and Neb., to Milwaukee, Wis., effective Jan. 1.

I. C. C. has suspended operation of Sup. 43 to C. & N. W. 7423 which named new thru joint rates on grain from points on the C. & N. W. via Peoria, Ill., to points in eastern trunk line territory, from Dec. 1 to Mar. 30, 1916.

Ill. Cent. in Sup. 27 to 3969-D quotes rates on grain and grain products from its stations and connections; to Cairo, Ill., proper, and Cairo, Mounds, Ill., and Evansville, Ind., when destined to Carolina and southeastern territories, effective Dec. 15.

C. P. & St. L. quotes a proportional export rate of 15.2c on wheat and rye and 15c on corn, oats, barley and grain screenings from Peoria and Pekin, Ill.; to Mobile, Ala., and New Orleans, La., when for export to Europe, Asia and Africa, effective Dec. 27.

C. G. W. in Sup. 39 to 14,481 quotes rates on grain, grain products and seeds from Kansas City, Leavenworth, Atchison, Kan., Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Omaha and South Omaha, Neb., to other stations on the C. G. W. or its connections, including East Dubuque, Ill., when destined for points east of the Ill.-Ind. state line, effective Jan. 1.

Grand Trunk quotes an ex-lake export rate of 10c on wheat and oats from Detroit and Port Huron, Mich.; to Montreal, Que., when for export except to Canada, Mexico, Newfoundland, U. S., and the island of St. Pierre and Miquelon, effective Jan. 1.

Can. Nor. quotes an export rate of 23.7c on wheat, 21.2c on oats, rye and barley, 23.3c on grain products and 37.3c on flaxseed from Pt. Arthur and Ft. William, Ont.; to Brooklyn, New York, N. Y., Jersey City, Hoboken and Weehawken, N. J., effective Nov. 16.

I. C. C. has suspended the operation of certain schedules which provide for an increase in rates on grain and grain products in carloads and less than carloads from New Orleans, La., to various destinations in North and South Car., from Dec. 1 until Mar. 30, 1916.

I. C. C. has ordered the issuing of tariffs changing the system of rates on grain and grain products to local and competitive points in the southeastern and Mississippi Valley territories in compliance with the fourth section orders of the Commission, effective Jan. 1.

Mobile & Ohio quotes an export rate of 11.2c on wheat, corn, oats, rye and barley from East St. Louis, Ill., and St. Louis, Mo.; to shipside New Orleans and Pt. Chalmette, La., when for export except to Europe, Asia and Africa; also to Mobile, Ala., when for export to Europe, Asia and Africa, effective Nov. 20.

C. G. W. in Sup. 11 to 15,170 quotes rates on barley, corn, flaxseed, millet seed, oats, rye and wheat in carloads from Bloomington, Jacksonville, Peoria, Petersburg, Rock Island, Springfield, Ill., and stations taking the same rate as Peoria, to other points on the C. G. W. Ry., or its connections, effective Jan. 1.

Mo. Pac. in Sup. 33 to 4746 quotes rates on grain, grain products, seeds and seed products between points on the Missouri River; and rate points in Kan., Colo., Mo., Neb., and Okla.; also between stations in these states; also rates on seeds from stations in Ia., Colo., Mo., Neb. and Okla.; to western cities, effective Dec. 28.

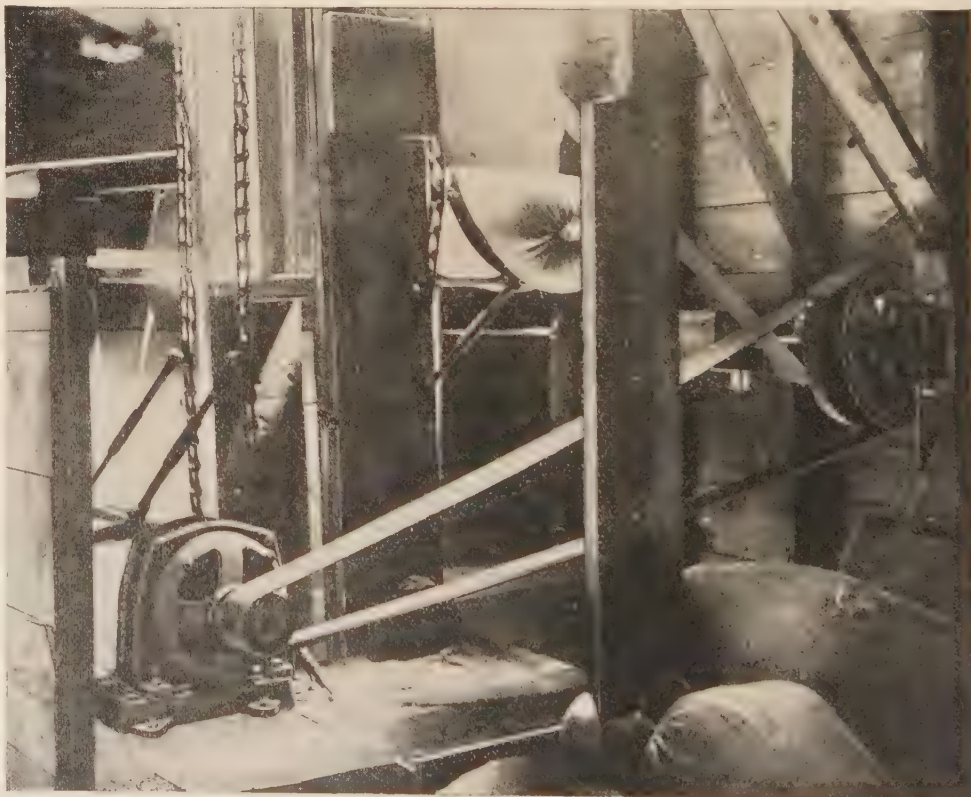
C. G. W. in Sup. 19 to 33-B quotes rates on grain, grain products and flaxseed in carloads from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Minn., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Memphis, Tenn., New Orleans, La., and other Mississippi Valley points and Gulf Ports, effective Jan. 1.

C. R. I. & P. in Sup. 31 to 28,675-B quotes rates on grain, grain products broom corn and seeds in carloads from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., and Omaha, Neb., to stations in Colo., Ill., Ia., Kan., Mo., Neb., Okla., and Tex., effective Jan. 1.

Great Nor. quotes a rate of 9c on wheat and 8½c on corn between Duluth, Minn., and Superior, Wis.; and Watertown, Lyndale, Stubbs Bay and Moline, Minn.; also a rate of 13½c on grain between Minneapolis and St. Paul, Minn.; and Baden, Tudor and Arlberg; 14½c between Dumbane and same points; 15½c between Fermoy and same points; 16½c between Para and same points; and 17½c between Holman, Bovey, Hibbing, Virginia, Calumet and Coleraine, and same points, effective Dec. 24.

SPROUTING of wheat in stacks near Lyons, Kan., in several instances has caused the top of stacks to become so matted that the customary method of removing the growth with a fork is not effective. Instead cables are placed around the tops of the stacks and the growing mass pulled off with the aid of an engine.

THE UNITED STATES wheat purchased last August by the Government of Portugal is reported as poor in quality, two cargoes of the total 900,000 quarters purchased, having thus far been delivered. The wheat is distributed to millers by agents of the Government at Lisbon and Oporto. A recent law permits the importation of maize and rye up to April 30, 1916, and forbids the exportation of cereals of any kind.



Five h. p. Induction Motor Driving Sack Elevator. [See facing page.]

Discarding the Boiler for Motors.

The Zeugner, Hofmann Co., operating an elevator and feed grinding plant at Fort Atkinson, Wis., has reduced its operating expenses materially thru a change in its power plant, installing a set of General Electric Motors instead of the boiler and steam engine formerly used. The principal saving is in the item of insurance, the rate on the property and contents being reduced from \$3.40 to \$2.20, while the yearly charge of \$95 for boiler insurance has been entirely eliminated.

The work formerly done with steam power is now accomplished more satisfactorily and with less danger, by three-phase, 60 cycle, 220 volt induction motors, the total rated capacity of which are 72½ h.p. Practically the only grain handled is corn. As this arrives at the plant, either shelled or on the cob, it is dropped into a hopper from which it flows by gravity to the boot of a 40-foot elevator. A 2 h.p., 1,800 R. P. M. belted motor supplies power for the elevator leg by which either shelled or ear corn is elevated from the boot to the head. Here it is dropped into bins.

The corn desired for grinding into feed is spouted from the bins to a large garner over the crusher, that machine crushing both kernels and cobs. The crusher is driven by a 10 h.p. 1,800 R. P. M. belt connected motor, shown in the illustration, and as the mixture passes from the machine it is again elevated in a 40-foot leg, the power for which is furnished by a 5 h.p. motor.

The crushed cobs and kernels are spouted from the head of that leg to bins for either storage or transfer to the grinder. That which is to be immediately made into feed is spouted direct from the bin to attrition mill, after which it is again put thru the leg and spouted from the head either to the farmers' wagons or into a feed storage bin.

A shaker screen for cleaning that corn which is to be made into meal is oper-

ated by a ½ h.p. belted motor. From the shaker screen the corn is run thru a receiving separator, the latter machine being operated by the same motor which drives the cob crusher. Feed which arrives at the plant already sacked is unloaded from cars to the bag holders on a 5 h.p. motor driven sack elevator, from which they are dropped on the storage floor. Sack elevator and motor are shown in the illustration.

The wiring for each motor is installed in iron conduit and every other possible precaution has been taken to reduce the risk of fire.

As the current is purchased the cost of operation is in direct proportion to the amount of work performed. During one week, shortly after the change in power was made, the total current consumption equalled 330 kw. hours. In that time the elevator handled 19,180 lbs. of rye, requiring fine grinding; 8,580 lbs. of oats, requiring light grinding; 3,000 lbs. of ear corn, crushed and ground; 56,000 lbs. of shelled corn, elevated 50 ft., and 30,000 lbs. of gluten elevated 30 ft. The elevator utilizing a 1 h.p. motor was operated for three hours, one cord of wood was sawed, and 159,900 lbs. of anthracite coal was elevated 50 ft.

At the rate of 4c, the cost of current would be \$13.20, or \$1.89 per day. The power cost per cord for sawing wood averaged 5c. The current demand for elevating 400 sacks of feed to a height of 30 ft. equals 6 kw.-hours, or a cost of 24c. The elevator received 8c per 100 lbs. for grinding, while the power cost for that work was less than 3c.

The Zeugner, Hofmann Co. has therefore not only reduced its insurance cost and operating expenses, but has been able to harness the new power to work which was not adaptable to steam. With the saving in all of these items it will be a comparatively short time before the difference between cost of the motor installation and salvage of the discarded steam equipment, has been more than made up.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

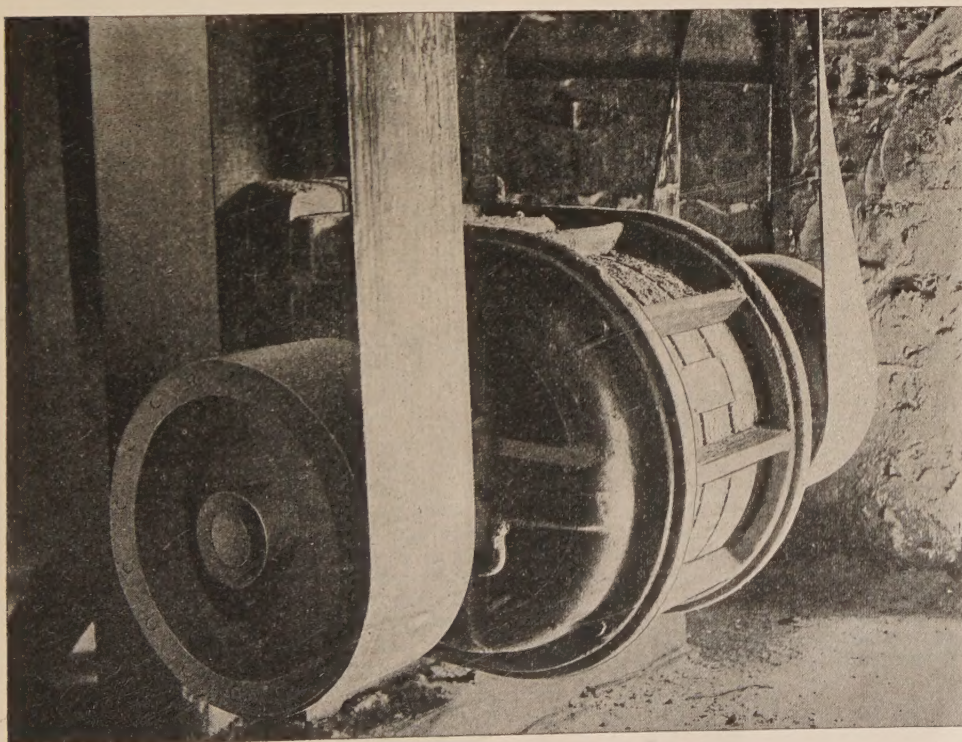
Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.



Induction Motor with Double Shaft Extension, Driving Separator and Crusher. [See facing page.]

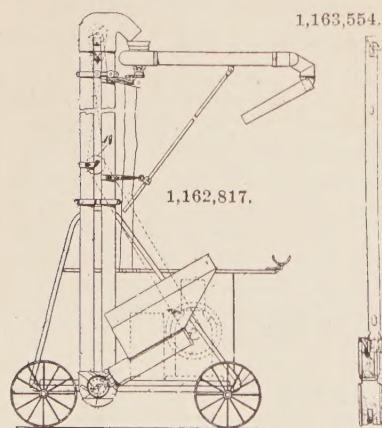
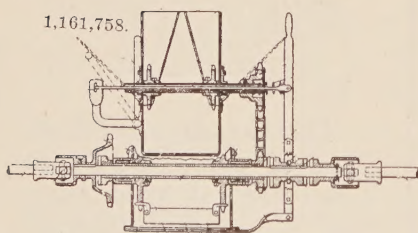
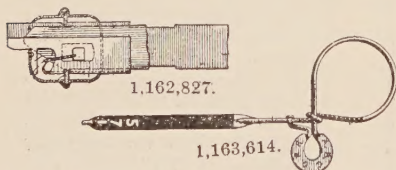
Patents Granted

Portable Grain Elevator. No. 1,162,817. (See cut.) B. M. Steele, Peoria, Ill. A boot is placed in combination with an elevator. A conveyor has hinged connection with the boot and clutch devices connected to both the elevator and conveyor operate the two in unison.

Car Seal. No. 1,163,554. (See cut.) G. C. Peckham, Los Angeles, Cal., assignor to National Car Seal Co., Los Angeles. Seal comprises a single metallic strap with a chambered head at one end. An abutment is formed within the head by bending the strap upon itself, a hook on the free end of strap being so shaped as to engage the abutment. A catch in the abutment is placed to engage the hook.

Grain Elevator. No. 1,161,758. (See cut.) Alonzo T. Adams and Jos. Dain, Moline, Ill., assignors to Marseilles Co., East Moline, Ill. Power actuating means, normally out of connection with the elevator, are connected by means of a manually operated lever. A receiver, forming part of the elevator, is provided with outwardly swinging door, and a rod engaging with this door, is also connected to the manually operated lever.

Self Locking Seal. No. 1,162,827. (See cut.) Emil Tyden, Evanston, Ill. The folded sheath of a shell is connected to a strap which extends from the sheath at one end, its free end being adaptable for insertion thru the sheath and shell. A wire coil is placed in the shell for engaging the free end of strap, and end of strap being beveled for tripping the wire coil. The beveled end, when inserted protrudes beyond the shell thru an aperture sufficiently wide to accommodate the strap.



Self Locking Car Seal. No. 1,163,614. (See cut.) W. M. Brooks, East Orange, N. J., assignor to E. J. Brooks & Co., New York, N. Y. A seal of wire comprises a primary loop, a sealing shank integral with one of its ends, and a seal core integral with the other end. A secondary loop is flattened and embossed integral with the seal core and terminates in a catch perpendicular to the first loop. Sealing shank is adapted to be passed under the seal core, over a catch, and coiled about the core.

Books Received

A DIRECTORY OF THE MILLING INDUSTRY in Canada has just been compiled by E. S. Bates, Montreal. The book contains an alphabetical list of the cereal, grist, chop and flour mills of the Dominion, indexed as to provinces, towns and names. Other information consists of tables and chapters showing the area, yield and value of Canada's principal grain crops from 1910 to 1915, distribution of the wheat crop, and data on the Canadian customs tariff. The book is from the press of the Industrial and Educational Press, Montreal; price, \$1.

THE MARKETING OF GRAIN in all of its branches is discussed at length in a book entitled *Agricultural Commerce*, by G. G. Huebner, Ph. D., University of Pennsylvania. The book describes the commerce of the United States in agricultural products, special attention being given to the distribution of farm products from producer to consumer. This includes a treatise on the country elevator and warehouse system, the primary and seaboard markets, and the relation of speculative exchanges to the legitimate sale of farm products. The book is published by D. Appleton & Co., New York; price, \$2.

THE ADVANCE in corn has been largely one of sentiment and not based on any insistent cash demand, hence not a market for investors. There is a large crop of corn in the country and the bulk of it is low grade stuff. It must be sold before March 1 or spoil, hence in the next 90 days the country should experience such a run of poor corn as has seldom been experienced in the history of the trade. This will mean lower future prices until it is assimilated, but after that there will be the foundation for the best bull market in years. We are certainly looking for a sharp reaction to lower levels in corn prices and only the delayed movement is deferring it.—W. H. Perrine & Co.

WEEKS ago we made the statement that we believed the foreigner to be long futures enough to care for much of his needs and subsequent events have proved this correct. We go farther today and iterate the belief that they are owners of enough futures to practically wipe out our surplus and we believe that England & Co. are the owners of the great bulk. There are also rumors that Germany is buying with a view of storing if they take delivery. There is a crying need abroad for every bushel of wheat we have to spare. Our winter wheat acreage is not as large as a year ago and abroad it is pitifully small. We do not know when it will be experienced, but some time soon we expect to see prices start for higher levels than were recorded last year. Buy May wheat on any break.—W. H. Perrine & Co.

Insurance Notes.

O. H. HOLLAND, Fort Dodge, Ia., has been employed by the Western Grain Dealers Mutual Fire Insurance Co., to make surveys, specifications and inspections of elevators in northern Iowa.

EXEMPTION of mutual life and fire insurance companies from the corporation tax law will soon be up for the determination of the Treasury Dep't at Washington. These companies have heretofore been held under the law, but it is now claimed that as they are not operating for profit with paid in capital stock the taxation is unjust.

THE AUTOMOBILE of F. E. Smith, Wichita, Kan., agent for the Grain Dealers Fire Insurance Co., was borrowed several days ago by a number of Mr. Smith's friends who wished to witness a football game. On approaching a car line the machine, accustomed to traveling only about country elevators, balked at sight of a car. The occupants, said to be well known Wichita grain men, were severely shaken up, tho not seriously injured; the auto is being repaired.

War Affecting the Grain Trade.

RECENT GERMAN reports relating to the food situation in that country say that a sufficient supply of corn and potatoes is on hand to prevent a conquest by hunger.

THE BELGIUM Relief Com'te has chartered five vessels to carry 1,000,000 bus. of wheat, now at Galveston, to Rotterdam. The vessels will clear with their cargoes within the next 20 days.

FRANCE has re-established the duty on wheat and flour and has made an appropriation for the purchase abroad of sufficient supplies to provide for the civilian population. Home production will also be requisitioned, if necessary.

FRENCH GOVERNMENT has prohibited the voluntary sale of a French seagoing vessel to a foreigner until six months after cessation of the present hostilities. Failure to observe this law carries a penalty of from 16 to 500 francs and imprisonment of six months.

THE FOOD CENSUS being taken in Petrograd is proceeding with difficulty as many owners of food supplies forcibly resist the Russian officers who are authorized to take the inventory. Many large private stores of grain and flour have been discovered which helps to explain the prevailing scarcity.

THE BRITISH GOVERNMENT has revoked its decision exempting from requisition vessels loading wheat in the United States before Dec. 15. Vessel owners in other lines of trade complained that they were being discriminated against, and the Government felt that it must either freely grant exemption to any applicant or revoke its decision.

THE BRITISH order in council rule is that effective Dec. 1 all English vessels of 500 tons or over trading with foreign ports must carry a special license, issued thru a com'te of the Board of Trade. The same com'te is empowered to requisition any of the licensed vessels by serving notice on the owner or manager. Notice has been served upon all British vessel owners who have wheat tonnage chartered from the United States or Canada for Great Britain that immediate notification must be given the Board of Trade of such contracts.

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are designed for use by grain country shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at station, on date; billed shipper's order, notify draft for \$ made thru bank of to apply on sale of bushels made.

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reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

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—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. ORDER FORM No. 7 A. W. Price 50c.

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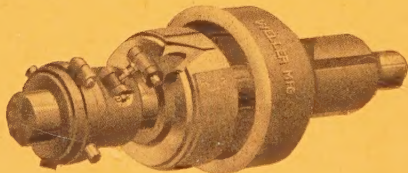
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